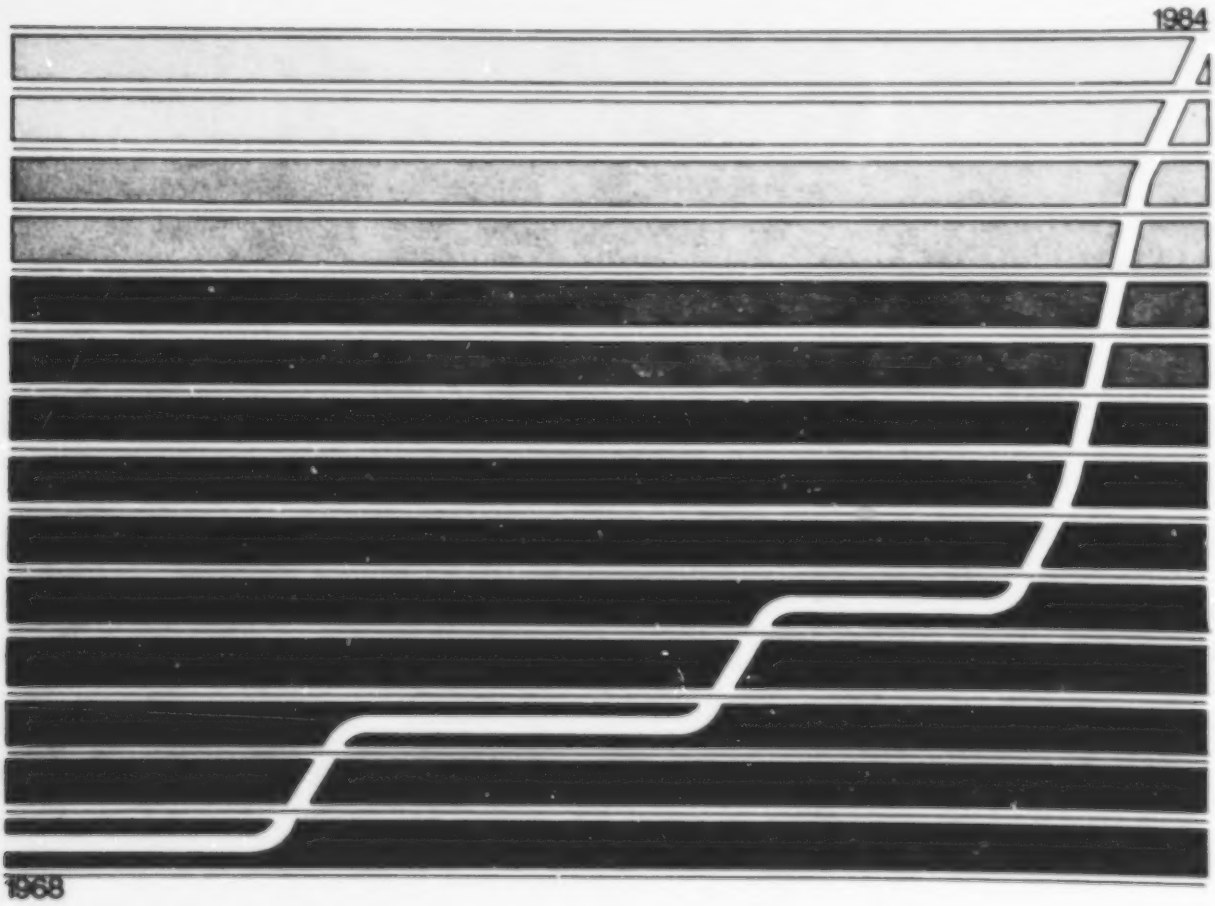
CITY CENTRE MONITORING REPORT
1984

TRAFFIC · TRANSIT · DEVELOPMENT



PREPARED BY THE CITY OF SCARBOROUGH

PLANNING, WORKS AND DEVELOPMENT DEPARTMENTS

JANUARY 1985

1984 CITY CENTRE

MONITORING REPORT

- TRAFFIC, TRANSIT, DEVELOPMENT.

City of Scarborough,
Planning Department,
Works Department,
Development Department

JANUARY 1985

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I. INTRODUCTION

On October 19, 1981, Council approved a Roads Plan for the Scarborough City Centre. To assist Council in future decisions concerning the implementation of that Roads Plan, the Commissioners of Planning, Works and Development were directed to establish a Monitoring Program providing information and recommendations regarding:

- usage of the road and transit system
- traffic, transit and development trends
- timing or phasing of the implementation of the Roads Plan
- required changes to the Roads Plan
- required changes to the Development Plan.

This report provides an update of some of the information presented in the 1983 report and, in addition, presents new information regarding City Centre office parking supply and utilization and traffic and on street parking levels in the residential area to the south of the City Centre.

During 1984, there has been a substantial amount of development activity and road and transit construction activity in the study area. Much of the new development in the City Centre was not occupied in time to be reflected in the travel data collected during 1984. As a result, travel changes reflected by this year's monitoring represent, primarily, the general growth in travel in Scarborough and the disruption due to construction. The increased traffic which will result from the office buildings recently completed and under construction will be reflected in subsequent monitoring reports. The status of development and of the program of transportation improvements are discussed in detail in the report.

II. DEVELOPMENT STATUS AND IMPLICATIONS (See Figure 1)

1. CITY CENTRE DEVELOPMENT (See Table 1)

1.1 Tankoos Yarmon - Office (Canada Life Centre)

The first phase of the Tankoos Yarmon office project (20,700 m^2) was completed in June of 1983. The building was about 65% occupied as of November 30, 1984. Tele Direct, the prime tenant, occupies about 8750 m^2 of the building and has about 576 employees in the building. Other office tenants of the building are London Life, Canada Life, Muir Ellis & Associates, Alcan Aluminium, Conair Consumer Products, Dr. Berstein, Dr. Chekay and Dr. Camestra, and CIBC. These tenants bring the total office employment in the building to approximately 634.

The commercial tenants of the building are Ambassador Cleaners, Charades Restaurant, Vision Hairstylists, Smoothy's Restaurant, Kandu Smokeshop and Ascot Travel. These non-office tenants employ approximately 43 people bringing the total employment in the building to 677.

Zoning is in place to permit a second office building which could be up to 31,300 m^2 in floor area. Timing of the second office building is not known at this time.

1.2 Tankoos Yarmon - Hotel

Site plan approval was granted in concept on October 29, 1984 for a 386 room hotel. No building permit application has been made but a possible construction start in the near future has been under discussion.

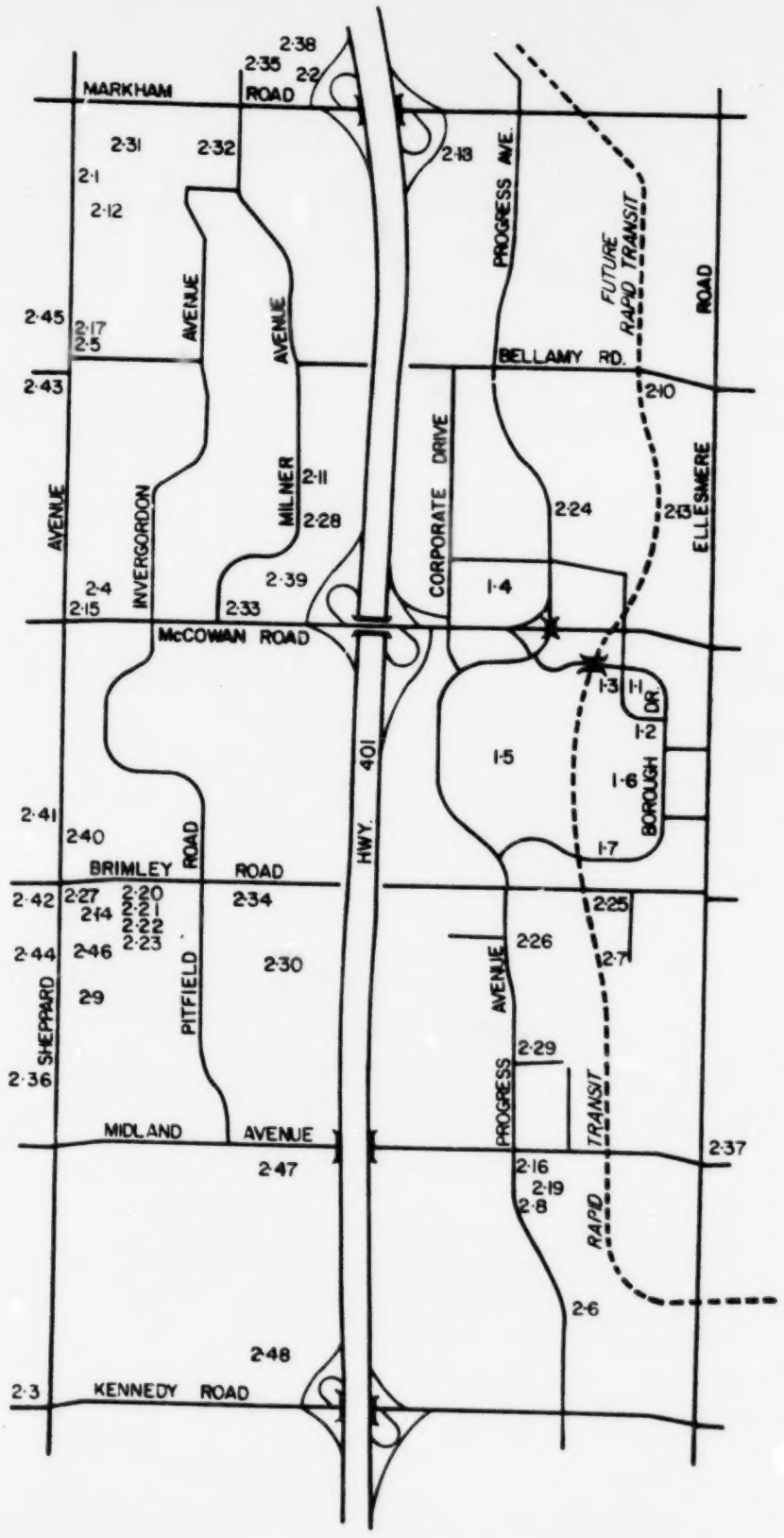
1.3 Federal Government

The first phase of the Federal Government complex, 35,850 m^2 office building, has been substantially completed. Occupancy of the building began in November. There were approximately 700 Federal Government employees working in the building at the end of November. The Federal Government plans to have a total of 1,400 employees in the building by the spring of 1985.

Zoning is in place to permit a second office building which could be up to 34,000 m^2 in floor area. In addition, there is a proposal to construct a YMCA complex consisting of 312 senior citizens' residential units and 13,000 m^2 of recreational space. These uses are also permitted by the by-law. No timing has been established for these latter phases but there has been discussion of an early start for the YMCA complex.

1.4 Equity Development Corporation - Prudential Insurance Company (Consilium Project).

The first building of the Consilium project (34,500 m^2) is completed and has begun occupancy. The second building (also 34,500 m^2) is



N

DEVELOPMENT ACTIVITY AND PROPOSALS — 1984

0 250 500 750 000 metres

0·00 NUMBERS REFER TO SECTIONS IN PART II OF THIS REPORT

FIGURE 1
CITY CENTRE MONITORING
JANUARY 1985

CITY CENTRE MONITORING

TABLE 1

SCARBOROUGH CITY CENTRE

DEVELOPMENT AND EMPLOYMENT STATUS

NOVEMBER 1984

	Size	No. of Employees	
		1984	Full Occupancy Estimated
A. OFFICE BUILDINGS			
1) Existing Buildings			
Bell Canada	23,440 m^2	800*	1100
State Farm Insurance	6,870 m^2	336	336
Scarborough Municipal Centre	17,770 m^2	900	900
Scarborough Board of Education	10,100 m^2	430	430
Canada Life Centre (Tankoos Yarmon)	20,700 m^2	677*	1100
Consilium I	34,500 m^2	62*	1500
Federal Government	35,850 m^2	700*	1400
Sub-Total	149,230 m^2	3905	6766
*Building not fully occupied.			
2) Under Construction			
Consilium II	34,500 m^2		1500
Sub-Total	34,500 m^2		1500
Cumulative Total	183,730 m^2		8266
3) Zoning in Place Construction not Started			
Tankoos-Yarmon Phase II	31,000 m^2		1350
Consilium Office - Later Phases	74,900 m^2		3250
Federal Government - Phase II	34,150 m^2		1500
Trizec Office	44,100 m^2		1900
Bell Canada - Later Phases	51,560 m^2		2250
Sub-Total	235,710 m_2		10,250
Cumulative Total	419,440 m^2		18,516

B) NON-OFFICE BUILDINGS**

1) Existing	Size	No. of Employees
Scarborough Town Centre (Shopping Centre)	107,000 m^2	3541
Scott House Restaurant	460 m^2	50
Sub-Total		3591
2) Under Construction		
-	---	---
3) Zoning in Place Construction not Started		Estimated Employment
Tankoos-Yarmon Hotel	400 rooms	350
Consilium Hotel	500 rooms	400
Consilium Residential	902 units	---
YMCA - Recreational	13,000 m^2	N/A
YMCA - Residential	312 units	---
Sub-Total		750
Cumulative Total		4341

EMPLOYMENT TOTALS

	OFFICE	NON-OFFICE**	TOTAL
Existing	**3905**	**3591**	**7496**
Full Occupancy Buildings existing or under construction	8266	3591	11,857
Zoning in place. Construction not started.	10,250	750	11,000
TOTAL	18,516	4341	22,857

** Does not include existing industrial buildings expected to be redeveloped for City Centre Uses. Current employment 491.

under construction and will be completed early in 1985. The first building was occupied by Phillips Cable, McLeod Young Weir Ltd., Equity Developments, Canderel Developments and Carson Travel as of November 1984. Total employment was approximately 62. When fully occupied the building will house approximately 1500 employees.

The second building will be about two-thirds occupied by the Canadian head office of the Prudential Insurance Co. with about 900 employees early in 1985.

Zoning is in effect to permit a hotel of up to 500 rooms immediately north of the existing office buildings. The developer proposes to begin construction in 1985 with completion scheduled for 1987. The proposed hotel will have 500 rooms and 13,700 m^2 of conference, ballroom, recreational, retail and restaurant space.

Zoning is also in place to permit up to 74,900 m^2 of additional office space and 902 units of high density residential development. The timing of these later phases of development is not known at this time.

1.5 Scarborough Shopping Centre Ltd., (Trizec Equities Ltd.)

Zoning is in place to permit up to 44,128 m^2 of office space on the southeast corner of the shopping centre site. The timing of this project is not known.

1.6 Civic Centre Expansion

Discussion is continuing regarding proposals to provide a cultural centre and a reference library as part of an expanded Civic Centre complex. Previous consideration of an expansion of the office component is not being actively pursued at the present time and Council is considering, instead, the relocation of approximately 165 City employees to relieve the present overcrowding of the City's office space. These employees may be located in one of the other office buildings in the City Centre.

Consideration is currently being given to the construction of a municipal parking garage beneath Albert Campbell Square in conjunction with major improvements to the Square itself. The garage is being contemplated to accommodate future expansion of the Civic Centre complex and to permit the City some flexibility and control over the supply and pricing of parking facilities in the City Centre. A decision on the possible implementation of this proposal is expected in 1985.

1.7 Bell Canada

The first Bell Canada Building (23,440 m^2) was completed in 1979. The building employed about 800 people in November 1984. Bell Canada expected to move in more employees late in 1984 and in 1985 to bring the total employment up to 1,100. Zoning is in place to permit up to 51,560 m^2 of additional office space. The timing of future phases of development is not known at this time.

1.8 Implications of Development

In 1981, at the time of Council's adoption of the Roads Plan, the City Centre contained approximately 58,000 m^2 of office space and 107,000 m^2 of retail/restaurant space. Total employment was approximately 5,070.

Once the second Consilium building is completed, City Centre office space will total approximately 184,000 m^2. This represents a 216% increase in office space in less than four years. Full occupancy of the buildings existing and under construction is expected to result in office employment of approximately 8,245 and a total employment of about 11,800. The expected office employment in buildings existing and under construction represents about 21% of the City's target for the City Centre. The development permitted by zoning in place (Table 1) in the City Centre could result in a total employment of approximately 23,000 plus over 2,000 residents.

Figure 2 illustrates the rate of growth in employment in the City Centre. If the rate of growth of office space experienced from 1982 to the present were to continue, the office employment target of 40,000 jobs would be met before the year 2010. Since it is not expected that the recent surge of growth will be maintained, it is expected that total City Centre employment will only reach about 30,000 by the year 2011 (based on forecasts prepared for Provincial GO ALRT Study). This figure is obviously subject to significant fluctuation based on factors such as the economy in general, downtown office lease rates, and construction of future rapid transit lines.

2. DEVELOPMENT IN THE SURROUNDING AREA

Table 2 presents a list of the active development proposals in the area bounded by Kennedy Road, Markham Road, Sheppard Avenue and Ellesmere Road. The list represents only those projects which have recently made applications to the City for development approvals or are under construction or completed since the 1983 Monitoring Report.

In addition to the development activity currently under consideration, a revision to the Progress Industrial District Secondary Plan was approved during 1984. This revision, among other things, promotes office development in the District in proximity to rapid transit stations and along the Highway 401 frontage.

The development summary for the surrounding area gives a clear indication that there is considerable development activity in the Study Area outside of the City Centre. The projects under construction or completed during 1984 could accommodate approximately 1,000 employees and over 900 residents. Other active proposals not yet under construction could result in over 5,000 additional jobs and 2,400 additional residents.

GROWTH IN CITY CENTRE OFFICE FLOOR SPACE

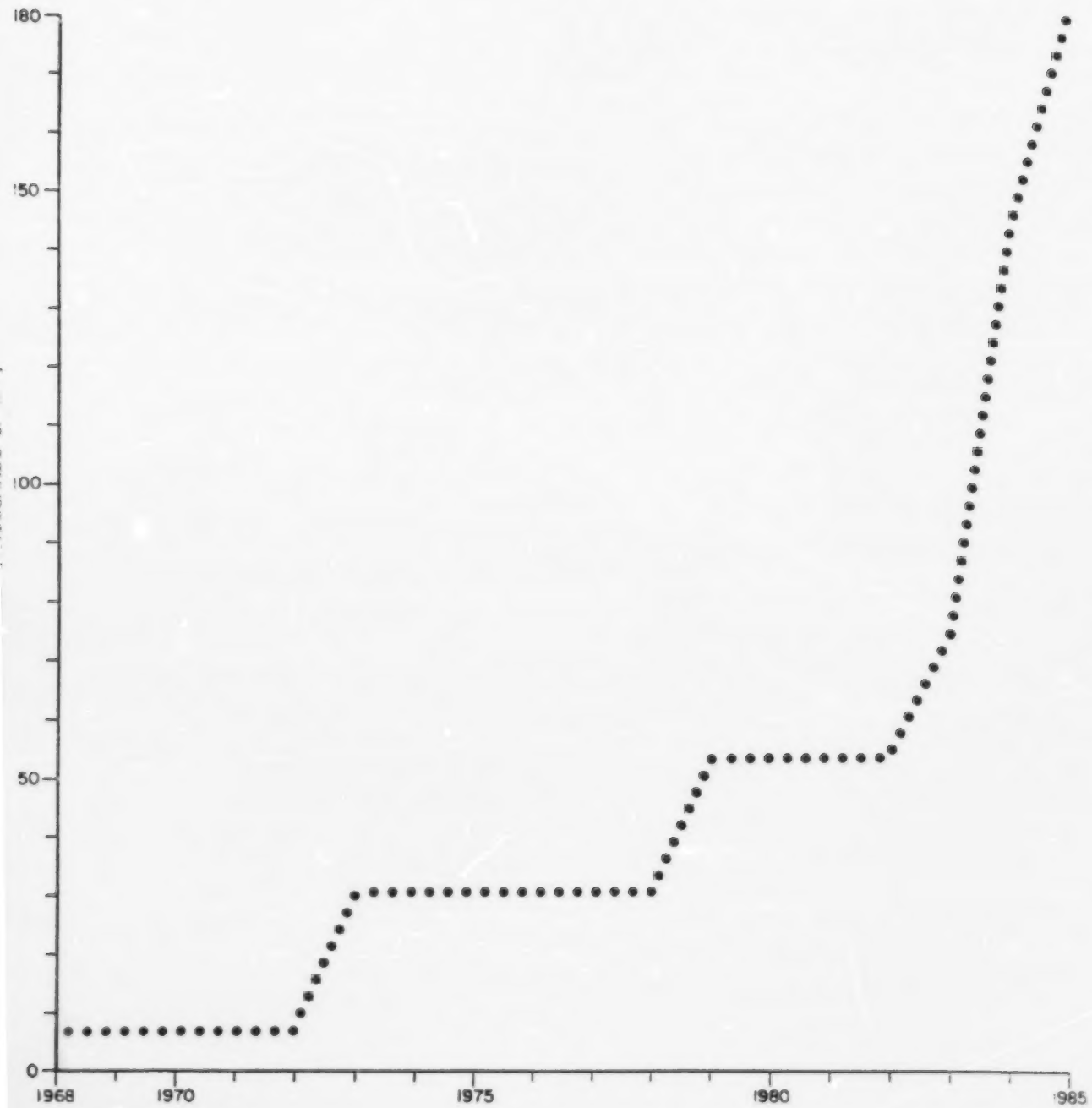


FIGURE 2
CITY CENTRE MONITORING
JANUARY 1985

TABLE 2: CITY CENTRE MONITORING - DEVELOPMENT AND PROPOSALS - ADJACENT AREAS

	APPLICANT/ DEVELOPER	LOCATION	DESCRIPTION	STATUS	
				APPROVALS	CONSTRUCTION
2.1	Major's Way	Sheppard & Massie	14 Residential Units Town House	Condominium Approved 3/10/83	Completed
2.2	Roridan Dev. Relax Inn		Hotel - 158 rooms	Site Plan Approved 14/11/83	Completed
2.3	L. Chung Dev.	Kennedy & Sheppard	8,885 m^2 office/commercial	Site Plan Approved 20/12/83	Completed
2.4	Mastercraft Dev. Corp.	McCowan & Sheppard	146 Residential Units Multiples	Site Plan Approved 27/01/83	Completed
2.5	Lenpack Constr.	Sheppard & Havenview	60 Residential Units - Singles	Site Plan Approved 21/11/83	Completed
2.6	Terbaker Holdings	Progress E/of Kennedy	643 m^2 Office	-	Completed
2.7	Kawa Construction	Golden Gate Court	235 m^2 Industrial Addition	-	Completed
2.8	Milltro Invests.	Progress & Midland	393 m^2 Industrial Addition	-	Completed
2.9	S & O Contracting	Sheppard W/of Brimley	23 Single Residential Units	-	Completed
2.10	A.D.D.J.J.K. Martin	Bellamy N/of Ellesmere	472 m^2 Industrial Addition	-	Completed
2.11	Yamaha Music	Milner E/of McCowan	2 323 m^2 Industrial	-	Completed
2.12	Reindeer Constr.	Massie & Sheppard	12 units semi-detached residential	-	Completed
2.13	Yorkland Financial (Parkers Cleaners)	Ellesmere E/of McCowan	1 421 m^2 Industrial (Cleaning Plant)	Site Plan Approved 9/06/83	Completed
2.14	Drs. Peters, Prowse, Studenberg	Brimley & Sheppard	603 m^2 Medical Office	Site Plan Approved 17/10/83	Completed
2.15	Maisonette Dev.	McCowan & Sheppard	3034 m^2 Retail/Commercial		Completed

	APPLICANT/ DEVELOPER	LOCATION	DESCRIPTION	STATUS	
				APPROVALS	CONSTRUCTION
2.16	Atlantic Packaging	Midland & Progress	111 m^2 Industrial Addition		Completed
2.17	Gorled Devs.	Havenview S/of Sheppard	2 units single-family resi.	-	1 unit completed 1 under construction
2.18	559704 Ont.Ltd.	Markham & 401	Hotel - 139 rooms	Site Plan Approved 16/4/84	Under Constr.
2.19	Atlantic Packaging	Midland & Progress	718 m^2 Industrial Addition	-	Under Constr.
2.20	Metric Homes	Brimley S/of Sheppard	1 Residential Unit		Under Constr.
2.21	G. Periori	Brimley S/of Sheppard	1 Residential Unit		Under Constr.
2.22	Colangelo	Brimley, S/of Sheppard	1 Residential Unit		Under Constr.
2.23	S.D. Martino	Brimley S/of Sheppard	1 Residential Unit		Under Constr.
2.24	A.G. Simpson	Progress, E/of McCowan	474 m^2 Industrial Expansion		Under Constr.
2.25	Muirs Cartage	Golden Gate W/of Brimley	557 m^2 Industrial Expansion		Under Constr.
2.26	Robin Hood Multi-Foods Ltd.	Progress, W/of Brimley	260 m^2 Industrial Expansion		Under Constr.
2.27	Sheppard Gate Inv.	Sheppard, W/of Brimley	1532 m^2 Retail		Under Constr.
2.28	Alfa Laval Ltd.	Milner, E/of McCowan	5323 m^2 Industrial		Under Constr.
2.29	San Sea Constr.	Cosentino, E/of Midland	319 m^2 Industrial Addition		Under Constr.
2.30	Dear Gate Homes	Pitfield W/of Brimley	3 units single-family resid.	-	2 Under Constr.
2.31	Torchin Dev.	Sheppard W/of Markham	351 Residential Units (201 Multiples) (150 Apartments)	Official Plan, Zoning & Subdivision Applications pending.	
2.32	Central Meadows	Milner W/of Markham	174 Residential Units Multiple	Official Plan & By-law referred to O.M.B. January 1983	

	APPLICANT/ DEVELOPER	LOCATION	DESCRIPTION	STATUS	
				APPROVALS	CONSTRUCTION
2.33	C.U.C. Ltd.	McCowan & Milner	23,225 m^2 office 4 645 m^2 T.V. Production Facilities	By-law in effect 3/10/83	
2.34	575213 Ont.Ltd.	Brimley N/of 401	92 Residential Units - single	Subd. Registered 22/11/84 By-law in effect 14/5/84	Building Permit Applications Pending 10 units.
2.35	Roridan Dev.	Markham & Milner	30,140 m^2 office (increase) (Commercial maximum 15% of the above)	By-law in effect 11/7/83 Site Plan pending	
2.36	Pearl Hui	Sheppard Ave. W/of Glen Watford	430 m^2 Medical Office Expansion	By-law application pending	
2.37	Eric Hui	Midland & Ellesmere	1 240 m^2 Retail/Restaurant 2 000 m^2 Office	Official Plan and By-law Applications pending	
2.38	Roridan	Milner East of Markham	220 Residential Units - Apartments	Official Plan Application pending.	
2.39	Quendon Hall Inv.Ltd.	McCowan N/of 401	19,425 Office/Commercial	By-law Application pending.	
2.40	566520 Ontario Inc.	Sheppard E/of Brimley	Commercial Mixed Use - Change of use - Existing Building	Official Plan & By-Law Applications pending	
2.41	J. Christakos	Sheppard E/of Brimley	5 180 m^2 Offices (Retail max. 25% of above)	By-law Application pending	
2.42	Peter & Rosa Toulis	Sheppard W/of Brimley	139 m^2 Restaurant - Addition	Site Plan Application pending	
2.43	N.H.D. Devs.	Sheppard Ave & Shorting	700 m^2 Industrial (Service Garage)	Site Plan Application pending	
2.44	Mandarin Shopp.Cen.	Sheppard W/of Brimley	760 m^2 Retail - Expansion	Site Plan Application pending	
2.45	Hogan Chev-Olds Ltd.	Sheppard E/of Shorting	285 m^2 Retail - Expansion	Site Plan Application pending	

	APPLICANT/ DEVELOPER	LOCATION	DESCRIPTION	STATUS	
				APPROVALS	CONSTRUCTION
2.46	Agin. Medical Co.	W/of Brimley, S/of Sheppard	1 Residential Unit		Building Permit Issued 08-84
2.47	Manulife	Midland N/of 401	186 m^2 Industrial Addition		Building Permit Issued 84-09
2.48	B.G. Preeco I Ltd	Kennedy & Sufferance	37,678 m^2 office	By-law in effect.	

TOTALS

DEVELOPMENT TYPE	ACTIVE PROPOSALS	UNDER CONSTRUCTION	COMPLETE	
			NOV. 1983 TO DEC. 1984	TOTAL NOV. 1982 TO PRESENT
Residential	839 units	7 units	256 units	361 units
Office	118,978 m^2	-	10,136 m^2	12,576 m^2
Hotel	-	139 rooms	158 rooms	158 rooms
T.V. Production	4645 m^2	-	-	2601 m^2
Industrial	886 m^2	7651 m^2	4955 m^2	15,842 m^2
Retail/Commercial/ Restaurant	2424 m^2	1532 m^2	3034 m^2	5797 m^2
Senior Citizens Residential	-	-	-	211 units

III. TRAVEL INFORMATION

1. CITY CENTRE CORDON COUNT

Figures 3 to 6 present the 1984 a.m. and p.m. peak hour auto traffic and transit passenger information collected for the inner and outer City Centre Cordon lines. This information permits an assessment of the total number of vehicles and transit patrons entering and leaving the areas surrounded by the Cordon lines. The traffic information was collected during April and May of 1984 and the transit passenger information was collected by the T.T.C. primarily during late 1983 and early 1984.

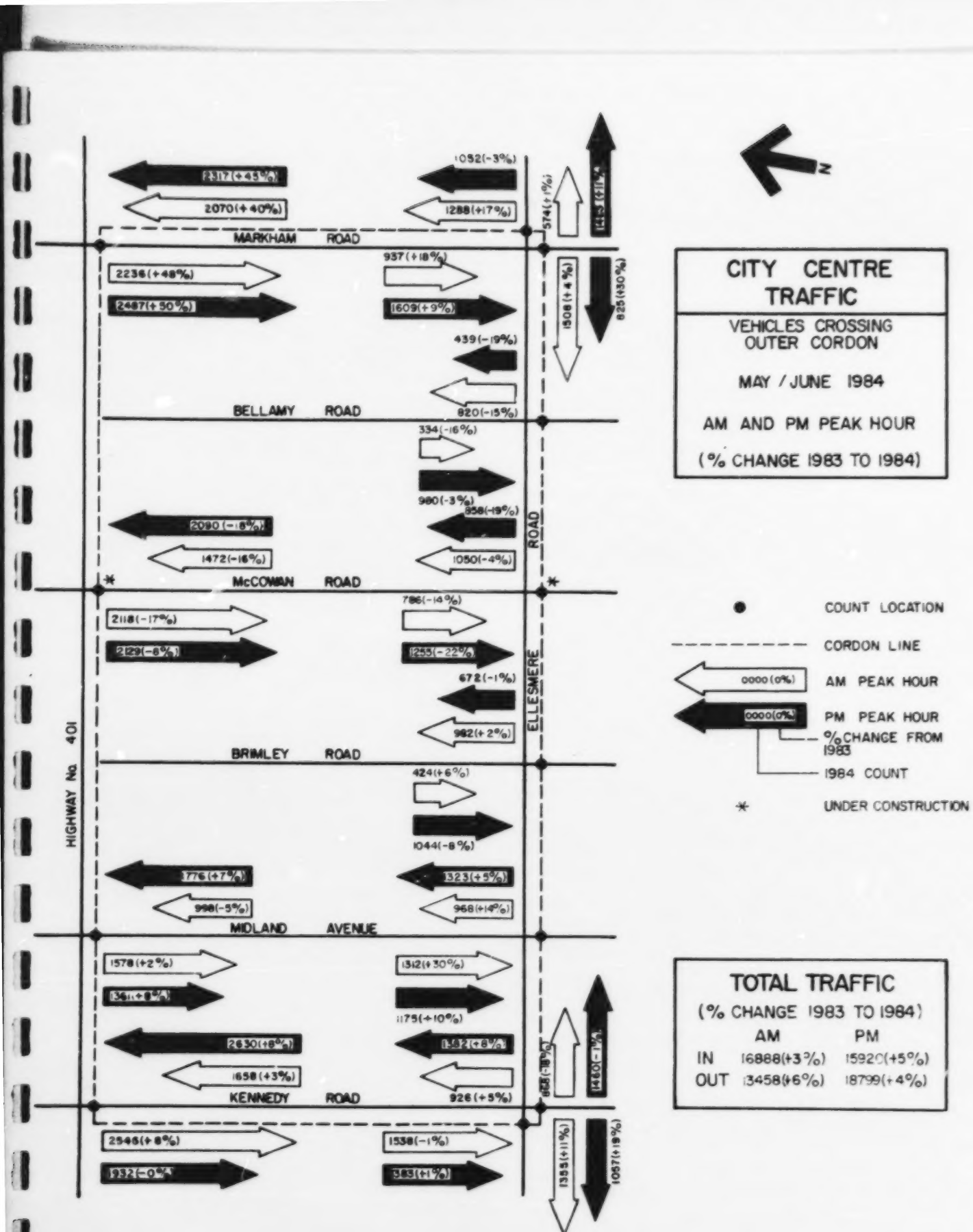
It is important to note that these counts are one day counts and subject to significant fluctuations due to traffic accidents, construction, weather, or other factors and care should be taken, therefore, when inferring trends or making significant decisions based on individual counts. Particularly, it should be noted that during 1984 there was construction on McCowan Road between Ellesmere and Highway 401.

The outer cordon total traffic volumes (Figure 3) show increases of 4% to 6% from 1983. This growth rate is consistent with general annual growth in traffic volumes in Metropolitan Toronto. The changes in traffic volumes from 1983 to 1984 on individual roads, however, reflect large fluctuations resulting from construction activity. Midland Avenue and Markham Road were under construction during 1983 and McCowan Road was under construction during 1984. As a result, there have been large increases in traffic on Midland Avenue and Markham Road during 1984, and a large decrease in traffic on McCowan Road.

Traffic volumes also fluctuated widely at the Inner Cordon (Figure 4) as a result of construction on McCowan Road, Progress Avenue and Town Centre Court. The Inner Cordon totals showed increases of 3% and 4% in the inbound direction but decreases of 9% and 3% in the outbound direction. Since no one lives within the Inner Cordon area, the cars leaving the cordon in the a.m. peak hour can be considered to be through traffic. The decrease from 1983 in outbound traffic is likely as a result of diversions of through trips away from the City Centre in response to the disruption caused by construction.

The inbound volumes continued to increase as a result of the increase in activity within the Inner Cordon area. The survey of Canada Life employees identified approximately 150 vehicles parking in the Inner Cordon area in the peak hour. The decrease in evening peak hour outbound trips can best be explained by a decrease in through traffic combined with an increase in variable work hours. City employees began a variable work hours program in 1984. Tele-Direct employees have variable hours and have a particularly early arrival pattern. Employees arriving before 8:00 a.m. and leaving before 4:00 p.m. may be counted in the a.m. peak traffic volumes, but would not be counted in the p.m. peak volumes.

The Outer Cordon transit passenger counts (Figure 5) showed an increase in the a.m. peak hour and a small decrease in the p.m. peak hour. Total transit passengers volumes crossing Highway 401 in both the a.m. and p.m. peak hours increased while the total volumes crossing Ellesmere Road decreased. Transit passenger volumes at the Inner Cordon (Figure 6) generally followed the pattern at the Outer Cordon, except that the a.m. outbound volume decreased instead of increasing slightly. Based on the differences between the inbound and outbound



CITY CENTRE TRAFFIC

VEHICLES CROSSING OUTER CORDON

MAY / JUNE 1984

AM AND PM PEAK HOUR

(% CHANGE 1983 TO 1984)

- COUNT LOCATION
- CORDON LINE
- 0000(0%) AM PEAK HOUR
- 0000(0%) PM PEAK HOUR
- %CHANGE FROM 1983
- 1984 COUNT
- UNDER CONSTRUCTION

TOTAL TRAFFIC

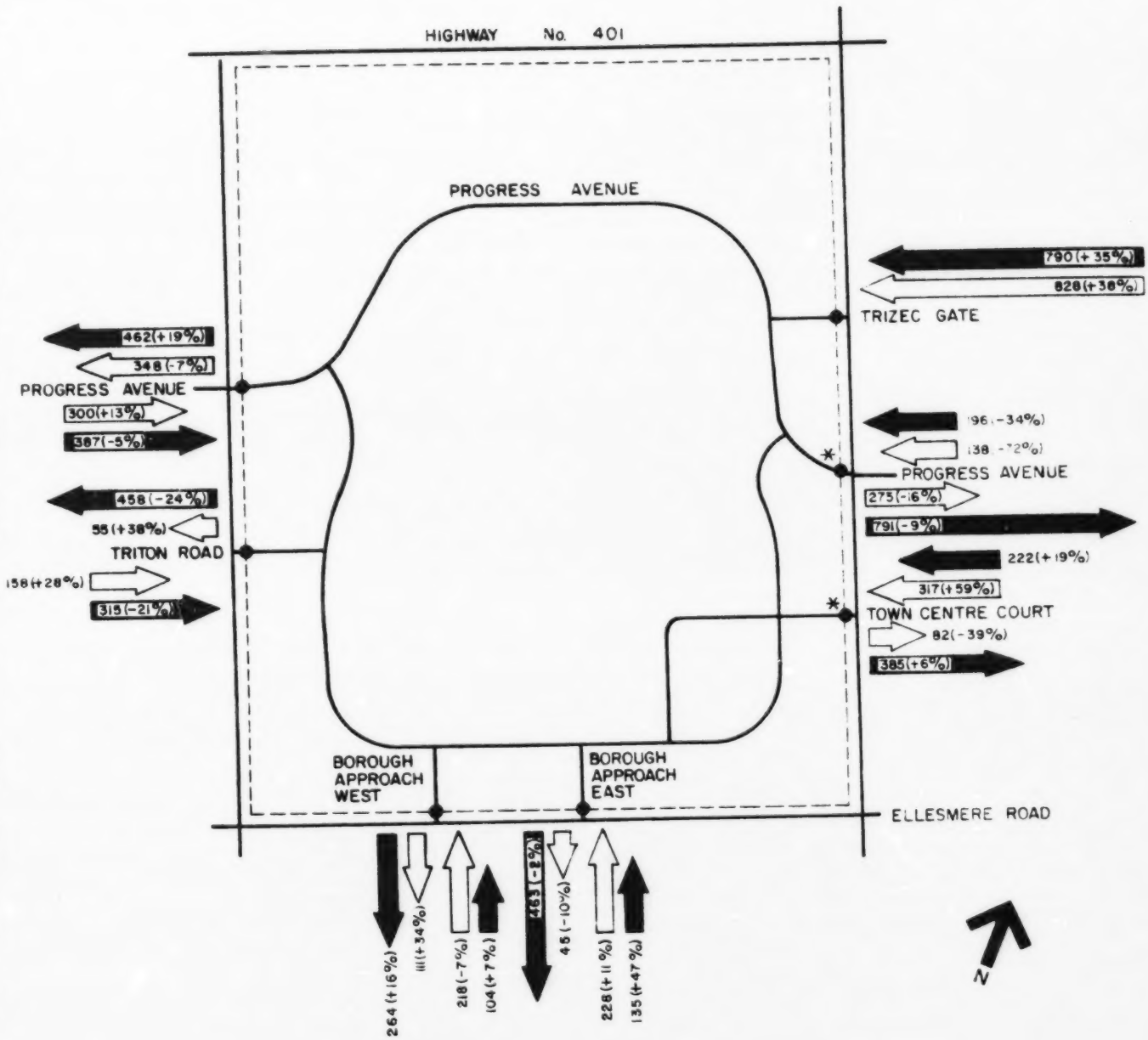
(% CHANGE 1983 TO 1984)

	AM	PM
IN	16888(+3%)	15920(+5%)
OUT	13458(+6%)	18799(+4%)

SOURCE: SCARBOROUGH WORKS DEPARTMENT

FIGURE 3

CITY CENTRE MONITORING
JANUARY 1985



CITY CENTRE TRAFFIC

VEHICLES CROSSING INNER CORDON

APRIL/MAY 1984

AM AND PM PEAK HOUR

(% CHANGE 1983 TO 1984)

COUNT LOCATION

CORDON LINE

0000 (0%) AM PEAK HOUR

0000 (0%) PM PEAK HOUR

% CHANGE FROM 1983

1984 COUNT

* UNDER CONSTRUCTION

TOTAL TRAFFIC

(% CHANGE 1983 TO 1984)

	AM	PM
IN	2187(+3%)	2149(+4%)
OUT	916(-9%)	2823(-3%)

SOURCE: SCARBOROUGH WORKS DEPARTMENT

FIGURE 4

CITY CENTRE MONITORING JANUARY 1985

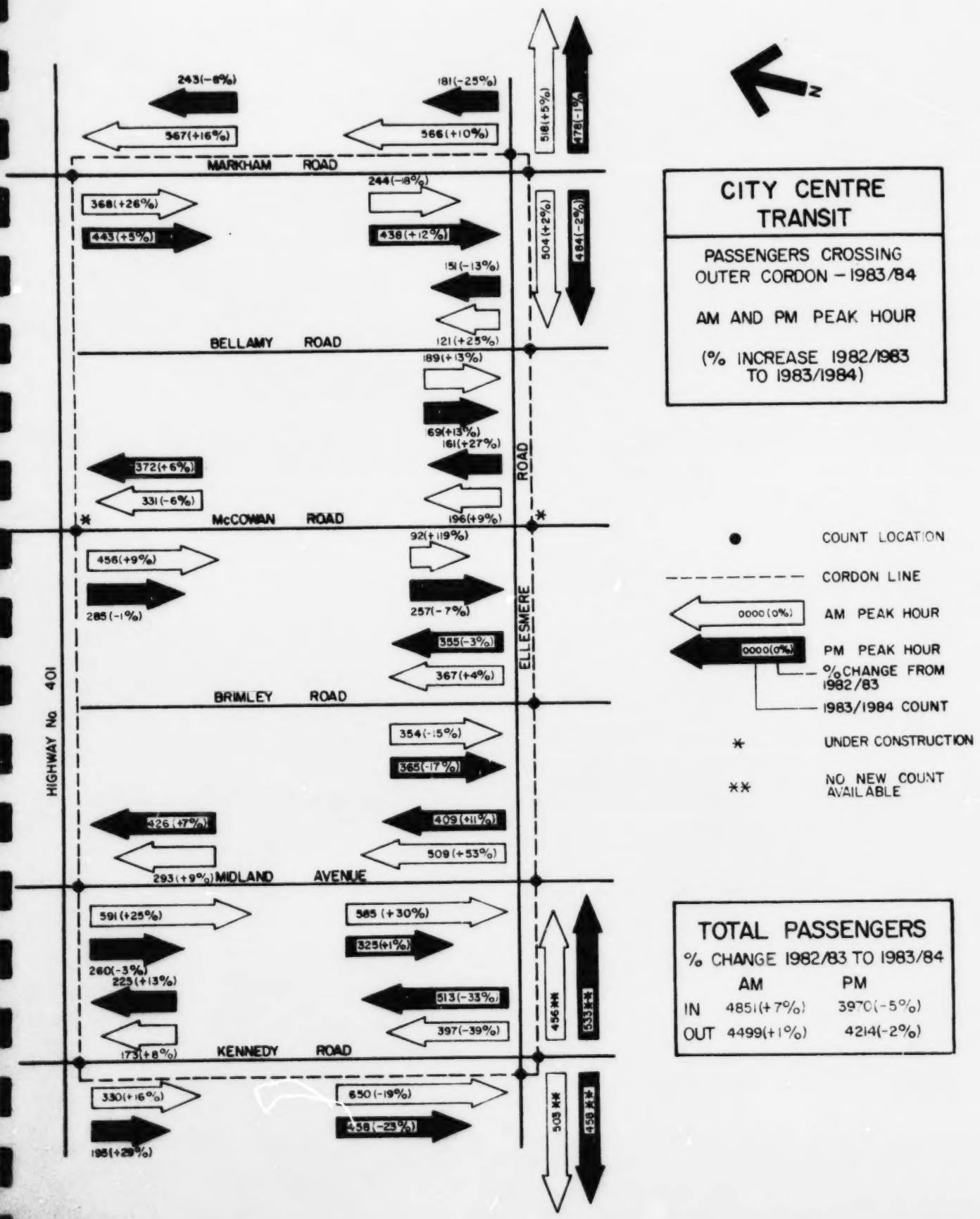
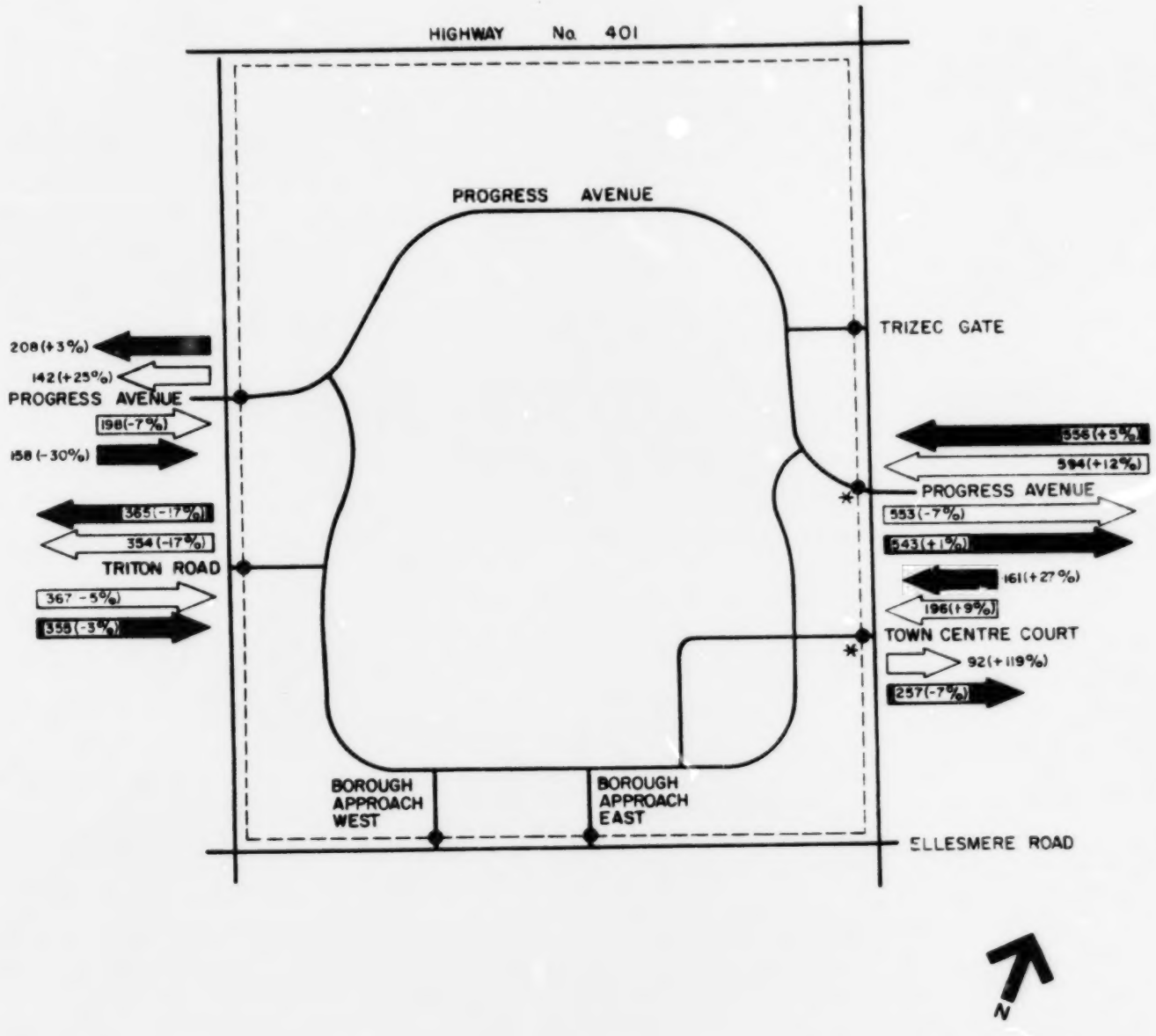


FIGURE 5

CITY CENTRE MONITORING
JANUARY, 1985

SOURCE: TTC PLANNING DEPARTMENT



CITY CENTRE TRANSIT

PASSENGERS CROSSING INNER CORDON - 1983/84

AM AND PM PEAK HOUR

(% INCREASE 1982/1983 TO 1983/1984)

- COUNT LOCATION
- CORDON LINE
- 0000 (0%) AM PEAK HOUR
- 0000 (0%) PM PEAK HOUR
- % CHANGE FROM 1982/83
- 1983/1984 COUNT
- UNDER CONSTRUCTION

TOTAL PASSENGERS

% CHANGE 1982/83 TO 1983/84

	AM	PM
IN	1355(+3%)	1230(-2%)
OUT	1141(-3%)	1373(-6%)

SOURCE : TTC PLANNING DEPARTMENT

FIGURE 6
CITY CENTRE MONITORING

transit passenger volumes at the Innder Cordon during the a.m. peak hour, it appears that there has been an increase in the number of transit passengers destined to the City Centre, but a decrease in the number of through transit passengers.

2. VOLUME/CAPACITY ANALYSIS

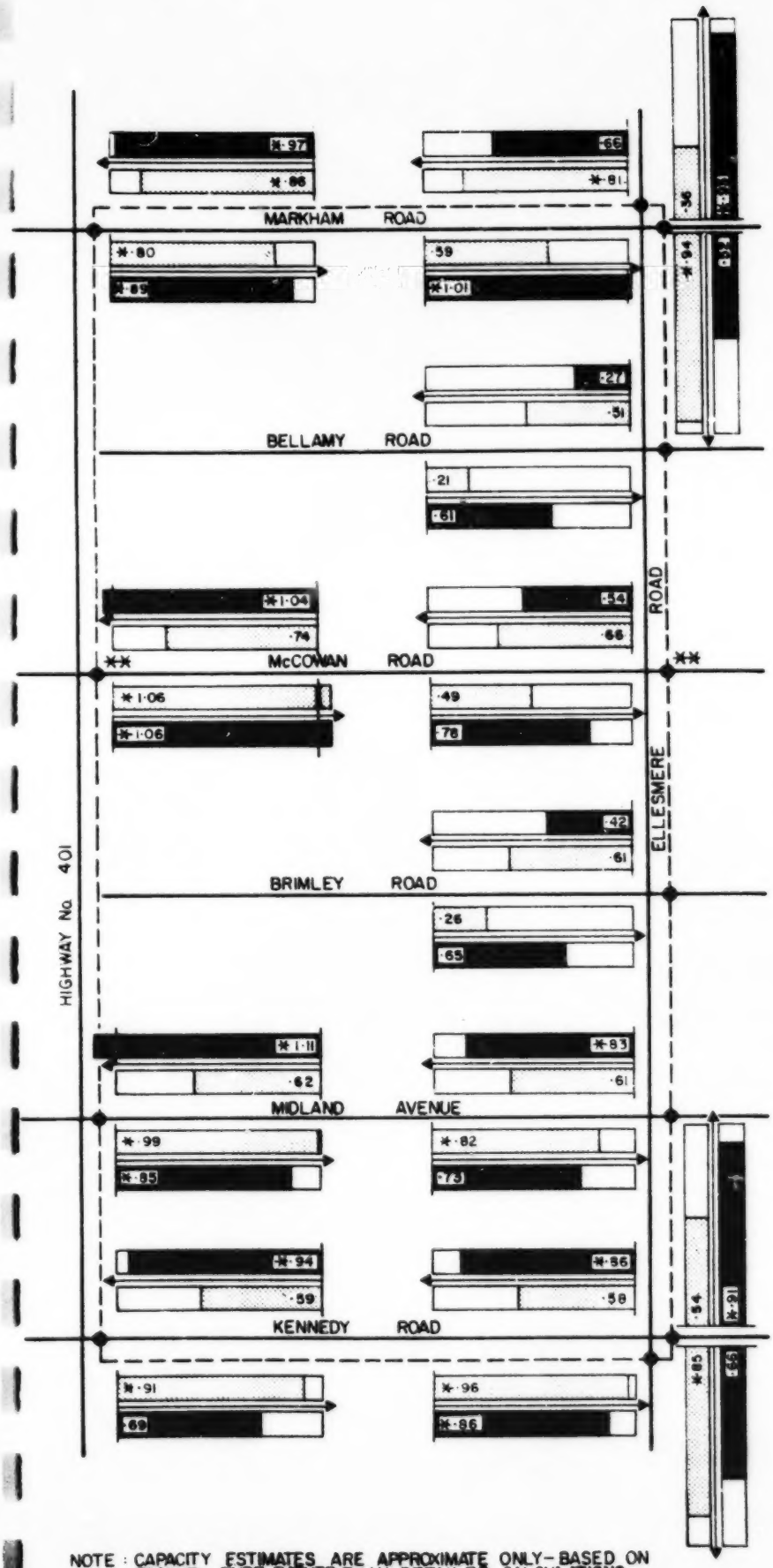
Figures 7 and 8 present the results of a cursory traffic volume/capacity analysis of the inner and outer cordon peak hour volumes. An in-depth analysis of capacity was not undertaken. Following completion of major changes to the road system a thorough capacity analysis will be undertaken for inclusion in a future Monitoring Report. The capacity figures used this year are based on the normal traffic carrying capacity of various types of facility and not on site specific analysis. The resultant figures are suitable to assess the overall capacity of the roads in the area and to identify problem areas. When reviewing volume/capacity ratios, it is considered desirable to maintain ratios of .80 or less. This, however, is not a realistic expectation for a major urban area. It is interesting to note, therefore, that on figure 6 the overall p.m. peak outbound volume/capacity ratio is .87. This is due to consistently high outbound traffic volumes on all arterials in the study area. This indicates that congestion was occurring early in 1984 even though City Centre employment stood only at 8% of the long term target.

One of the major road planning issues in the City Centre has been the need for a new crossing of Highway 401 at Brimley Road. While the particulars of this issue are discussed in Section VI of this report, it is interesting to note that the overall volume/capacity (v/c) ratio for the p.m. peak hour outbound direction for the screenline south of Highway 401 is 1.0. By contrast, the p.m. peak outbound v/c ratio for the Ellesmere screenline was 0.78. Even though no detailed capacity analysis was undertaken, the figures are accurate enough to confirm that a general level of congestion exists on the Highway 401 crossings. Completion of construction on McCowan Road will provide an increase in capacity at this screenline. Substantial traffic increases are also expected, however, resulting from the City Centre office employment increase of over 4,000 which will occur when the buildings currently completed or under construction are occupied.

The v/c ratios at the Inner Cordon (Figure 8) are quite low. This reflects the fact that the available capacity does not necessarily correspond to the direction of travel desires. Much of the road congestion in the vicinity of the City Centre is related to turning movements serving vehicles wishing to travel to/from Highway 401 and the north.

3. HIGHWAY 401 INTERCHANGE VOLUMES

Figure 9 presents a.m. and p.m. peak hour volumes for the Kennedy, McCowan and Markham interchanges with Highway 401. The counts were taken by the Works Department in April and May of 1984 and are compared to 1983 counts. Completion of construction on Markham Road has resulted in a dramatic increase in volumes from 1983 while significant reductions occurred at McCowan Road as a result of the commencement of construction there. There were increases or decreases in the various movements measured at Kennedy Road. Overall, the total peak hour traffic volumes measured increased by about 2% between 1983 and 1984.



N

CITY CENTRE TRAFFIC

OUTER CORDON

VOLUME/CAPACITY RATIOS

APRIL/MAY 1984

AM AND PM PEAK HOUR

- ● COUNT LOCATION
- CORDON LINE
- ·00 AM PEAK HOUR
- ·00 PM PEAK HOUR
- *·80 UNDESIRABLE OPERATING CONDITIONS (RATIO EXCEEDING ·80)
- ** UNDER CONSTRUCTION

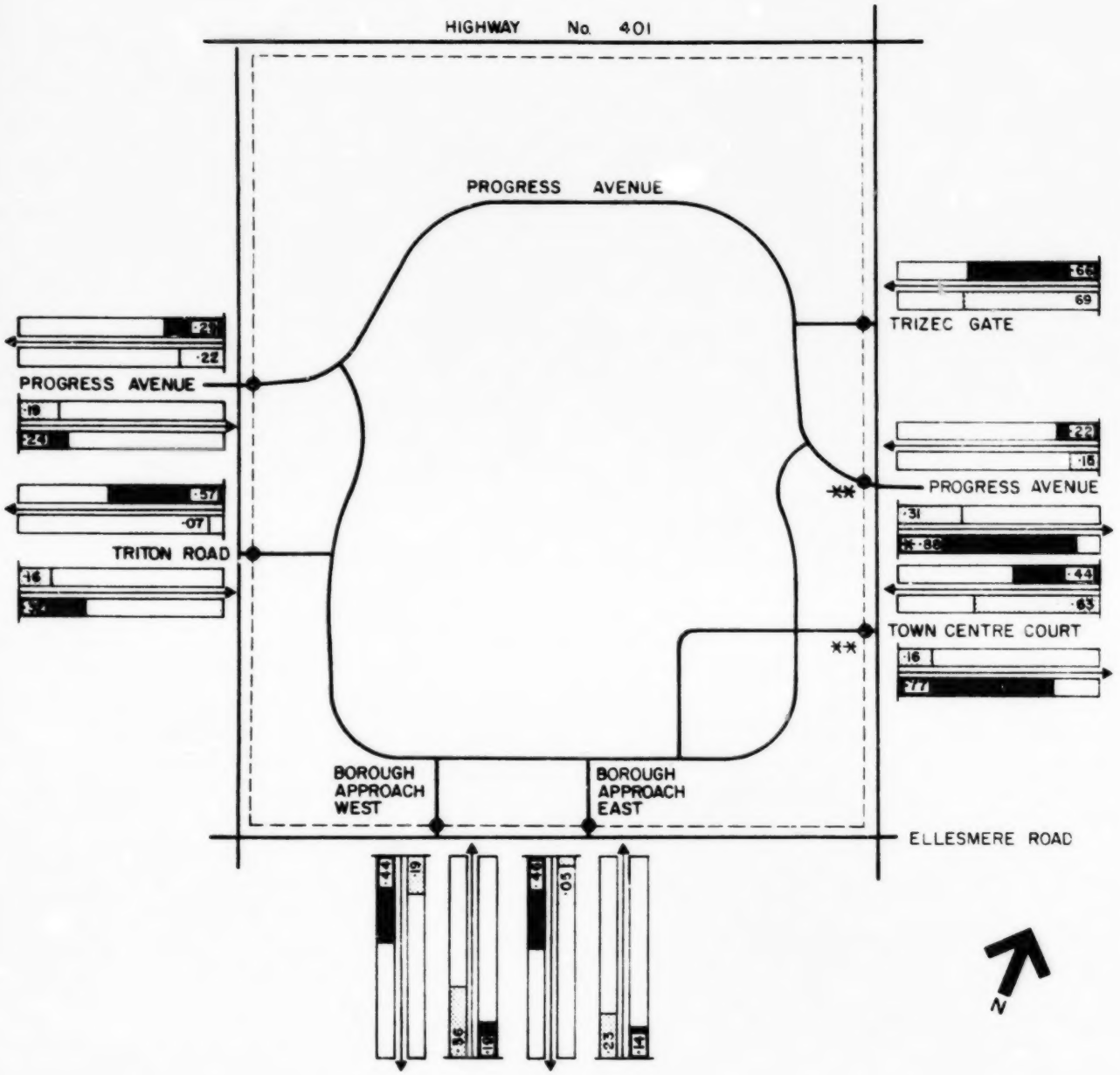
OVERALL V/C RATIOS

	AM	PM
IN	·77	·72
OUT	·62	*·87

NOTE : CAPACITY ESTIMATES ARE APPROXIMATE ONLY – BASED ON FACILITY TYPE RATHER THAN DETAILED CALCULATIONS

FIGURE 7

CITY CENTRE MONITORING



CITY CENTRE TRAFFIC

INNER CORDON

VOLUME/CAPACITY RATIOS

APRIL/MAY 1984

AM AND PM PEAK HOUR

COUNT LOCATION

CORDON LINE

00 AM PEAK HOUR

00 PM PEAK HOUR

*·80 UNDESIRERABLE OPERATING CONDITIONS (RATIO EXCEEDING ·80)

** UNDER CONSTRUCTION

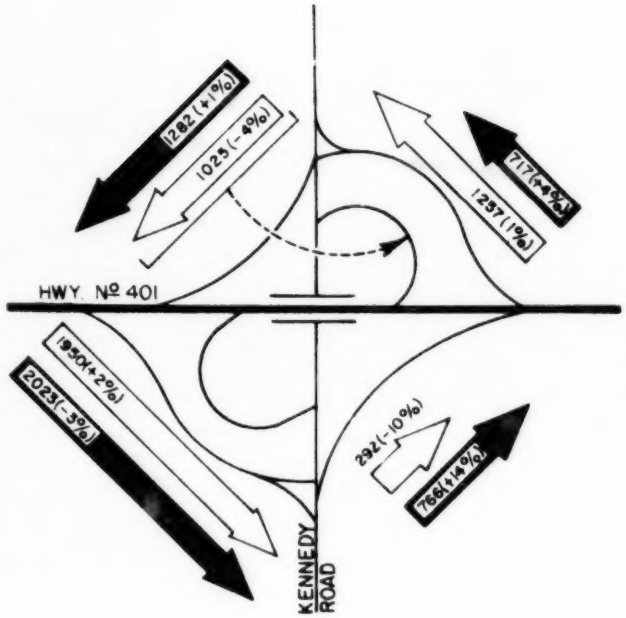
OVERALL V/C RATIOS

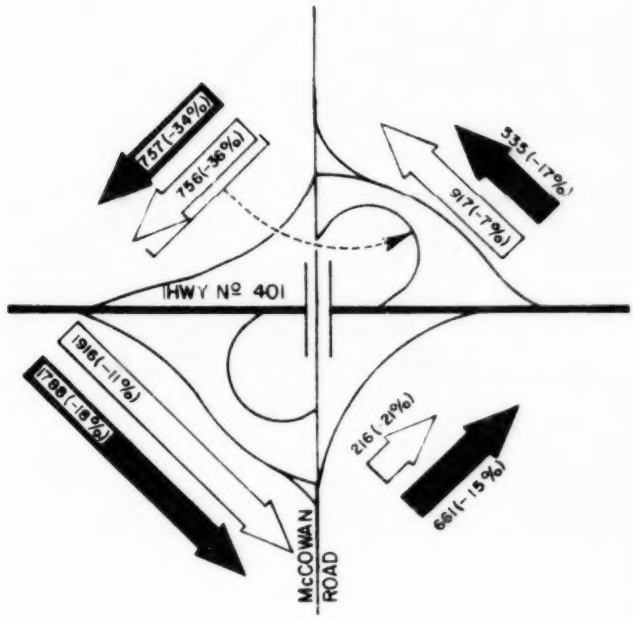
	AM	PM
IN	·32	·32
OUT	·17	·52

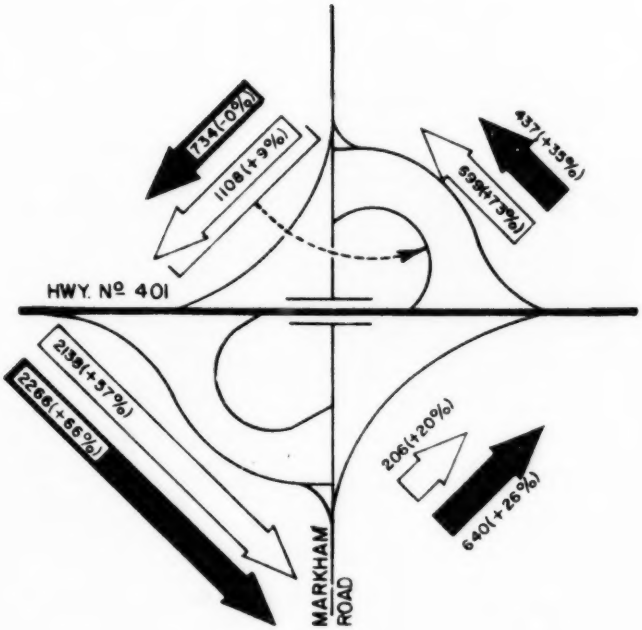
NOTE : CAPACITY ESTIMATES ARE APPROXIMATE ONLY – BASED ON FACILITY TYPE RATHER THAN DETAILED CALCULATIONS

FIGURE 8

CITY CENTRE MONITORING JANUARY 1985





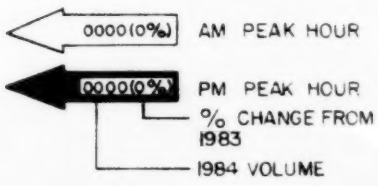


HIGHWAY 401
INTERCHANGE VOLUMES

APRIL/MAY 1984

AM AND PM PEAK HOUR

(% CHANGE 1983 TO 1984)



SOURCE : SCARBOROUGH WORKS DEPARTMENT

FIGURE 9
CITY CENTRE MONITORING
JANUARY 1985

Completion of construction on McCowan Road will permit a significant increase in the McCowan interchange volumes. While the 1984 construction activity has been substantially completed, it is intended to begin construction of the Corporate Drive underpass (see Chapter VI) in 1985. If this project proceeds, usage of the existing Highway 401 interchanges will not stabilize until 1986.

4. CITY CENTRE OFFICE EMPLOYEE TRAVEL MODE

The 1983 Monitoring Report included the results of a survey of the driveway and building entrances of the Civic Centre, Bell Canada Building and the State Farm Insurance Building. The Canada Life Centre was surveyed in May of 1984. Table 3 reprints the 1983 survey results and includes the new 1984 information.

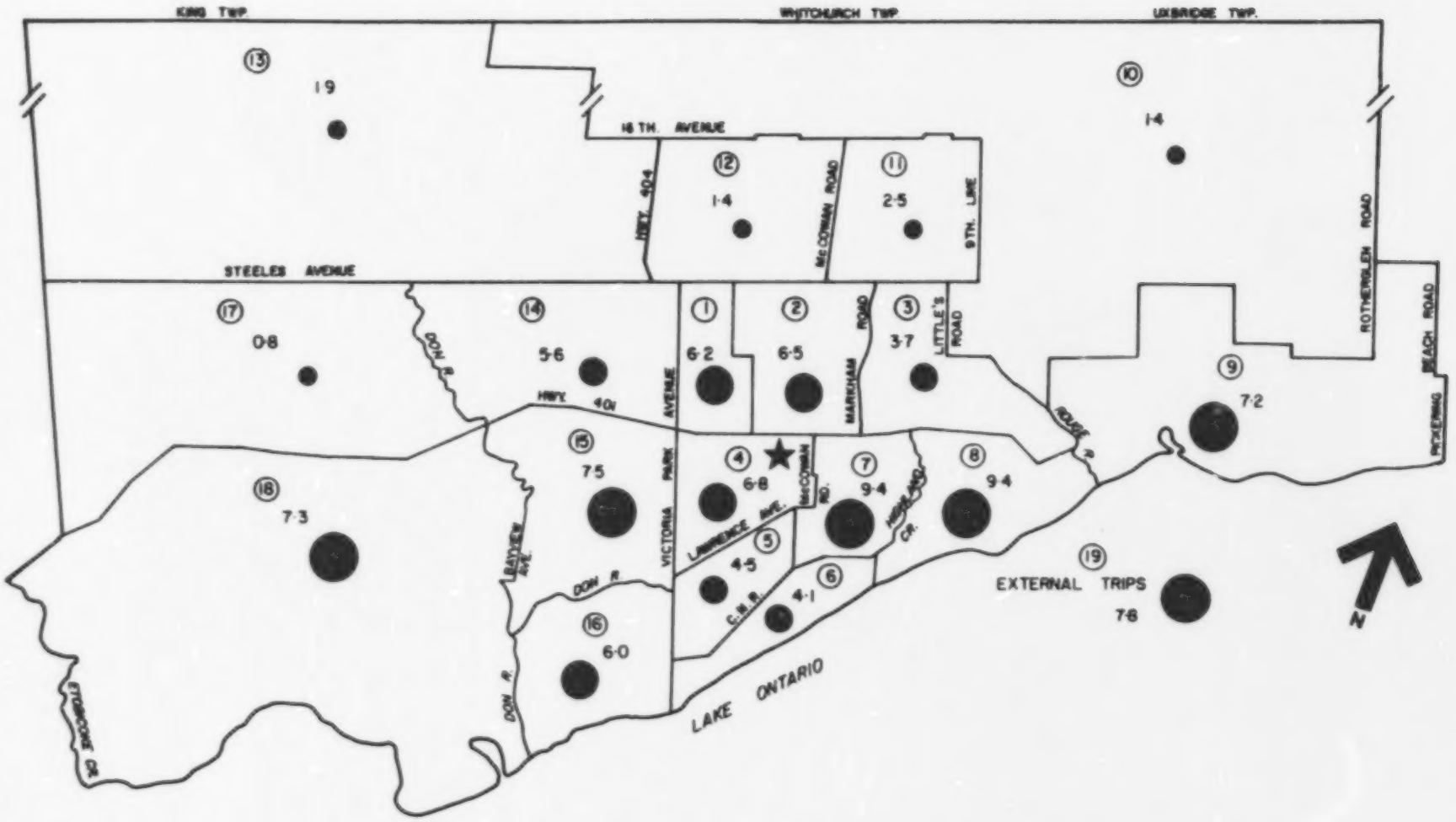
The percentage of people arriving at the Canada Life Centre by the Transit and other mode during the a.m. 2 hour peak period was 18.4. This is substantially higher than the travel by means other than the private automobile at the City Centre buildings surveyed in 1983. It is felt that the higher transit utilization can be attributed in part to the higher parking charge and possibly the inconvenience caused by the fact that some of the parking supply is located east of McCowan Road in a temporary lot (Section IV details the City Centre parking supply, utilization and pricing). The higher transit utilization however, may also result to some extent from the characteristics of the employees themselves, since the majority of the employees are clerical workers and previously worked in the Don Mills area which is also a higher transit usage location.

Assuming that the travel modes of the office buildings which were surveyed in 1983 have not changed, about 12.5% of the 1984 office employees utilized the transit (or other) mode. The accuracy of this figure can be verified as being in the right range by estimating the transit usage percentage based on the Inner Cordon line volumes shown on Figures 4 and 6. Since it is unlikely that any significant numbers of outbound transit or auto trips are generated by City Centre developments in the a.m. peak hour, the outbound volumes are likely comprised primarily of through trips. Subtracting the outbound volumes from the inbound volumes should give an approximation of the volumes of both autos and transit passengers destined to the Centre. Since the a.m. peak hour is roughly between 7:45 and 8:45, the number of Shopping Centre employees included in these volumes should not be significant. These figures combined with the observed numbers of persons per automobile (Table 3) and the estimated number of auto passenger drop-offs (10%) lead to an estimate of 12.3% transit usage. This serves to confirm that the survey results presented in Table 3 are in the right range, with a peak hour figure of 11.6% and a 2 hour peak period figure of 12.5%. Section II discusses City Centre transit usage targets and the present status.

5. CITY CENTRE OFFICE EMPLOYEE TRIP ORIENTATION

In 1983, in order to determine the orientation of City Centre office employees' work trips, major employers in the City Centre were asked to provide a listing of the postal codes of their employees' home addresses. This permitted a tabulation of the general location of employees' residences without requiring access to confidential employee information.

This information was not updated in 1984. Figure 10 illustrates the results of the 1983 analysis. Overall, more than 35% of the employees lived north of Highway 401. In addition, over 25% of the employees lived south of Highway 401, but far



CITY CENTRE OFFICE EMPLOYEE RESIDENCES BY ZONE - %

1983

(SEE 1983 TOWN CENTRE MONITORING REPORT)

LEGEND

- ★ CITY CENTRE
- (18) ZONE NUMBER
- 7·8 % OF EMPLOYEES
- ● SCHEMATIC REPRESENTATION OF EMPLOYEE CONCENTRATION

FIGURE 10
CITY CENTRE MONITORING
JANUARY 1983

TABLE 3: CITY CENTRE OFFICE EMPLOYEE TRAVEL MODE

Building	Gross Floor Area (m^2)	Time Period	EMPLOYEE ARRIVALS BY MODE: Auto Drivers	Auto Passengers (inc. Drop-offs)	Transit & Other	% by Transit or Other*	Average Persons/ Vehicle
Civic Centre (1983)	27,870	A.M. Pk.Hr.	597	114	99	12.2	1.08
		7-9 a.m.	710	137	117	12.1	1.87
Bell Canada (1983)	23,440	A.M. Pk.Hr.	287	62	42	10.7	1.08
		7-9 a.m.	414	97	62	10.8	1.09
State Farm** (1983)	6,870	A.M. Pk.Hr.	140	48	10	5.1	1.20
		7-9 a.m.	207	78	28	8.9	1.18
Canada Life Centre (1984)	20,700	A.M. Pk.Hr.	161	49	41	16.3	1.07
		7-9 a.m.	261	81	77	18.4	1.08
TOTAL	78,880	A.M. Pk.Hr.	1185	273	192	11.6	1.09
		7-9 a.m.	1592	393	284	12.5	1.10

*Note: Other includes such modes as walking or cycling.

**Note: The State Farm operation has a significant drive-in clientele which was not identified separately in this survey.

enough east or west of the City Centre to suggest that they would wish to use Highway 401. In total, therefore, over 60% of the City Centre employees surveyed had residence locations which make access to and from the north, or Highway 401, either essential or desirable.

For a more complete analysis of the employee trip orientation information, refer to the 1983 Town Centre Monitoring Report.

IV. CITY CENTRE PARKING

1. PROPOSED CHANGES TO CITY CENTRE PARKING POLICY

City Council, at its meeting on August 7, 1984, approved changes to the Official Plan Policies regulating the supply of parking for office developments in the City Centre. The changes give the City more flexibility in its regulation of parking and, therefore, assist in the achievement of two of its targets for the development of the City Centre. These targets are the development of 40,000 office jobs in the City Centre and increasing transit usage so that at least 55% of the Centre's office workers arrive by transit when the City Centre office employment target is reached.

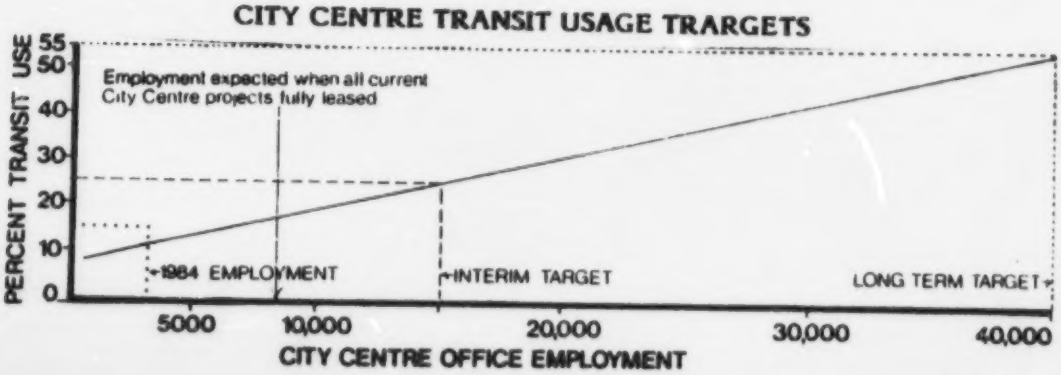
The primary goal in the development of the City Centre is the creation of a "downtown" for Scarborough. The Centre is to become the governmental, cultural, business, retail, and transportation focus for the City of Scarborough and the eastern Metropolitan area. The key component of this "downtown" is the office employment. As the level of office activity increases, the other related activities, required to make the Centre a "downtown", will follow.

To spur the development of the City Centre, Metropolitan Toronto and the TTC are constructing the Scarborough RT (Rapid Transit) which will connect the City Centre to the subway at Kennedy Station. The effects of the increased accessibility which the line will provide have been seen immediately, with four major office buildings having commenced construction after the beginning of construction of the RT. These four new buildings, when fully occupied, will accommodate approximately 5,500 office workers.

The concept for the development of the City Centre has been based on providing high quality public transportation service and achieving increased levels of transit usage. This is necessary because the planned road system serving the City Centre will only be able to properly serve the Centre, if approximately 55% of workers use public transit by the time there are 40,000 jobs in the Centre. To assist in reaching this target, a parking policy was adopted in 1981, as part of an overall development plan for the City Centre. This policy established complicated By-law regulations, for office parking in the City Centre, designed to reduce the parking to floor space ratio permitted as City Centre development proceeds. The parking limits were intended to ensure that by the time there are 40,000 office jobs in the Centre the supply of parking for those office buildings will only be sufficient to accommodate the 45% of office workers not using transit. Figure 11 below demonstrates the relationship between transit usage and office employment, upon which the parking regulations were based.

FIGURE 11

CITY CENTRE TRANSIT USAGE TRARGETS



The actual by-laws, however, were based on the level of development on individual properties and, as a result, properties which have been actively developing were becoming subject to low maximum parking limits consistent with much higher transit usage levels than can be expected at this time.

At the present time, transit usage in the City Centre is relatively low, since the RT is not in operation, and the area is not significantly different than any other suburban office development area. The factors which make the Centre a viable "downtown" will only emerge as employment reaches much higher levels. In the mean-time, the developers of office buildings in the City Centre must compete for office tenants in the suburban office market.

While the transit usage/employment theory still applies and the City's targets are unchanged, the By-law parking requirements have been changed because they were working against the City's goals for the City Centre. The presence, in our By-laws, of parking limits consistent with 55% transit usage (which will not be achieved until the Centre is developed to 40,000 jobs) has impaired the ability of developers to lease City Centre office space.

As long as a significant amount of office space remains vacant in the City Centre, future office buildings are not likely to be built. In addition, empty office space does not produce any transit riders. The original parking policy, which was designed to ensure higher levels of transit usage, at this initial stage of development has been having the effect of keeping businesses, and potential transit riders, away from the City Centre.

The new parking policy adopted by Council on August 7th, still incorporates a maximum limit on the amount of parking which can be provided. The limit, however, is more consistent with today's parking needs in Scarborough. This should remove the issue of parking supply from current leasing negotiations. To preserve the City's options, as development proceeds, the new maximum limit has only been applied to today's active development sites. This gives the City the opportunity to adjust the parking limits applied to future developments based on the conditions at that time.

The new approach to parking regulations in the City Centre does, at face value, permit a major increase in the amount of parking which can be provided on those sites which are being re-zoned. We hope, however, that it will only improve the business climate by providing flexibility. Developers will not automatically provide all of the parking permitted and employees wili use the new RT system even though parking spaces may be available. The cost of providing parking ensures that most developers will only provide as much parking as is actually needed in light of individual tenant needs. The increased transit service provided by the RT and the advent of charges for parking for office employees are factors which will lead to increased transit usage.

Table 4 indicates the parking supply and pricing for current developments in the Scarborough City Centre. Table 3 establishes an estimate of current transit usage in the City Centre. Figure 11 shows that present transit usage is slightly higher than the straight line projection of future transit usage targets. With the commencement of RT and improved bus services, plus the arrival of more new employees subject to parking price and/or supply constraints, it is expected that transit usage percentages will continue to increase.

2. OFFICE PARKING USAGE SURVEY

During May of 1984, the Works Department surveyed the parking usage of the Canada Life Centre, and updated the 1983 survey of the Municipal Centre parking lot. Table 5 presents the results of these surveys, along with the 1983 counts at the buildings which were not re-surveyed. It is important to note that individual buildings were surveyed for one day only and that the parking accumulation figures may not be representative of general relationships.

For all of the buildings the parking accumulation figures are lower than the commonly accepted suburban standard of 3 spaces per 1,000 sq. ft. or 3.2 spaces per 100 m^2. The lowest parking figures were observed for Bell Canada and the Canada Life Centre, the only organizations that currently charge their employees for parking ($12.00 and $30.00 to $35.00 per month). Bell Canada also operates its lot on a reserved space basis and, therefore, a number of employees might be excluded from the parking lot, even though there were vacant spaces at that particular time. It is common for a substantial number of employees to park on Borough Drive. This may explain why the Bell Canada percent transit usage by employees is comparable to that by Civic Centre employees (Table 3), even though the observed parking accumulation in the Bell Canada lots is much lower. (A significant number of Civic Centre employees also park on-street). Subsequent surveys of City Centre buildings will attempt to identify the extent to which employees are parking on-street or in other locations. The travel mode survey for the Canada Life Centre identified that between 7:00 a.m. and 9:00 a.m. a total of 87 vehicles parked either on-street or at the Shopping Centre. This additional 87 vehicles would bring the parking utilization ratio as of 9:00 a.m. to 2.0 spaces per 100 m^2 of occupied floor area.

Subsequent to the May 1984 survey, parking meters have been installed on Borough Drive and Town Centre Court, to ensure that on-street parking spaces remain available for short-term visitors to City Centre offices. Future surveys of office parking should attempt to establish the impact of these parking meters on City Centre parking patterns.

TABLE 4: CITY CENTRE OFFICE PARKING SUPPLY

BUILDING	BUILDING SIZE (m^2 G.F.A.)	PARKING SUPPLY	SPACES PER 100 m^2	PARKING COST PER MONTH - EMPLOYEES
City of Scarborough	17,770	538*	3.0	NC
Board of Education	10,100	240	2.4	NC
Bell Canada	23,440	556	2.4	$12.00 - R**
State Farm	6,870	374	5.4	NC
Canada Life Centre	20,700	330 p 335	1.6 p	$30 - $35
		665 p & t	3.2 p & t	
Federal Government	35,850	366	1.0	NC - R
Equity/Prudential*** (1st 2 buildings)	69,000	1419 p 582 t	2.1 p	$25 - $45
		2001 p & t	2.9 p & t	
TOTAL	183,730	3823 4740 p & t	2.1 p 2.6 p & t	

p - permanent
t - temporary
NC - No Charge
R - Reserved

* Obtained from Building Maintenance Division. Discrepancy with figure in Table 5. Figure in Table 5 excludes V.I.P. spaces and has different count of gravel lot.

** Parking charges adjusted January 1985 to $20 at-grade and $25 underground.

*** Site still under development, number of spaces quoted is maximum supply permitted by by-law. Final supply may be lower.

TABLE 5: CITY CENTRE OFFICE PARKING USAGE

	Total No. of Spaces	NUMBER OF CARS PARKED* (% of total spaces occupied) TIME OF DAY 7:00	9:00	11:00	2:30	3:30	5:30	Occupied Gross Floor Area (m^2)	Peak Parking Accumulation/ 100m^2 G.F.A.
City of Scarborough (1984)	492 (excluding V.I.P.garage)	19 (4)	472 (96)	466 (95)	438 (89)	440 (89)	N/A	17,770	2.7
Board of Education (1983)	240	10 (4)	243 (101)	237 (99)	234 (98)	235 (98)	28 (12)	10,100	2.4
Bell Canada (1983)	571	54 (9)	440 (77)	433 (76)	420 (74)	423 (74)	69 (12)	20,970	2.1
State Farm (1983)	374	29 (8)	209 (56)	199 (53)	198 (53)	191 (51)	30 (8)	6,870	3.0
Canada Life Centre (1984)	505**	26 (5)	182 (36)	207 (46)	210 (42)	170 (34)	38 (8)	13,450***	1.6
TOTAL	2182	138 (6)	1546 (71)	1542 (71)	1500 (69)	1459 (67)	-	69,160	2.2

* does not include on-street parking or cars parking in shopping centre.

** survey undertaken before expansion of temporary lot east of McCowan Road

*** occupied floor area estimated.

V. TRAFFIC AND PARKING INFILTRATION - ADJACENT AREAS

1. TRAFFIC INFILTRATION

Community concern regarding the infiltration of major traffic flows through residential areas generally accompanies plans for major development projects. The City Centre project is no exception. There can be no doubt that successful development of the City Centre as the predominent employment Centre of the City of Scarborough will result in increased traffic pressure on adjacent areas. It has been the City's intent, however, to ensure that increased traffic volumes be handled by the arterial road network and that major traffic impacts not be borne by non-arterial residential streets.

The residential streets connecting to the south of Ellesmere between Midland and Bellamy will be monitored as part of the City Centre monitoring program so that infiltration problems can be identified and remedied as they arise. Figure 12 shows the traffic volumes measured on these streets during 1983 and 1984. This provides the base year information which will allow easy identification of future increases related to City Centre development. This, in turn, will facilitate the establishment of measures to control any impacts which arise.

Twenty-four hour volumes on the six roads studied ranged between 440 and 2000 vehicles. Peak hour volumes ranged between 35 and 252 vehicles. In general, peak hour volumes on local residential streets are in the range of 10% to 15% of 24 hour volumes. All of the roads studied fell more or less into this range. Significant impacts by office-related traffic would occur, to a large extent, during peak hours and lead to peak hour volumes greater than 15% of the 24 hour volumes.

2. ON-STREET PARKING

A survey of on-street parking was conducted on all streets within 600 metres of the City Centre on September 25, 1984. The total number of cars parked on-street was 76, with 61 in the residential areas south of Ellesmere Road and 15 in the Industrial areas east and west of the City Centre. Figure 13 shows the streets surveyed and gives the breakdown of the number of cars parked by distance from the City Centre.

There were 21 cars parked in locations consistent with walking to existing City Centre development. That is not to say that all of these 21 vehicles were, in fact, City Centre employees since the vehicles still could have been related to the local activities on the streets in question. Of these 21 vehicles, 11 were on Golden Gate Court and the remaining 10 were parked on Packard, Aspendale and Stanwell. The actual numbers of cars parked on the residential streets, however, were not inconsistent with on-street parking levels on streets much further from the City Centre. To date there have been no complaints received about on-street parking in these areas nor did the parking impede traffic flow, create safety problems, or exhaust the local on-street parking supply.

The information provided by this survey will provide base information which will make it easy to identify future increases in parking encroachment.

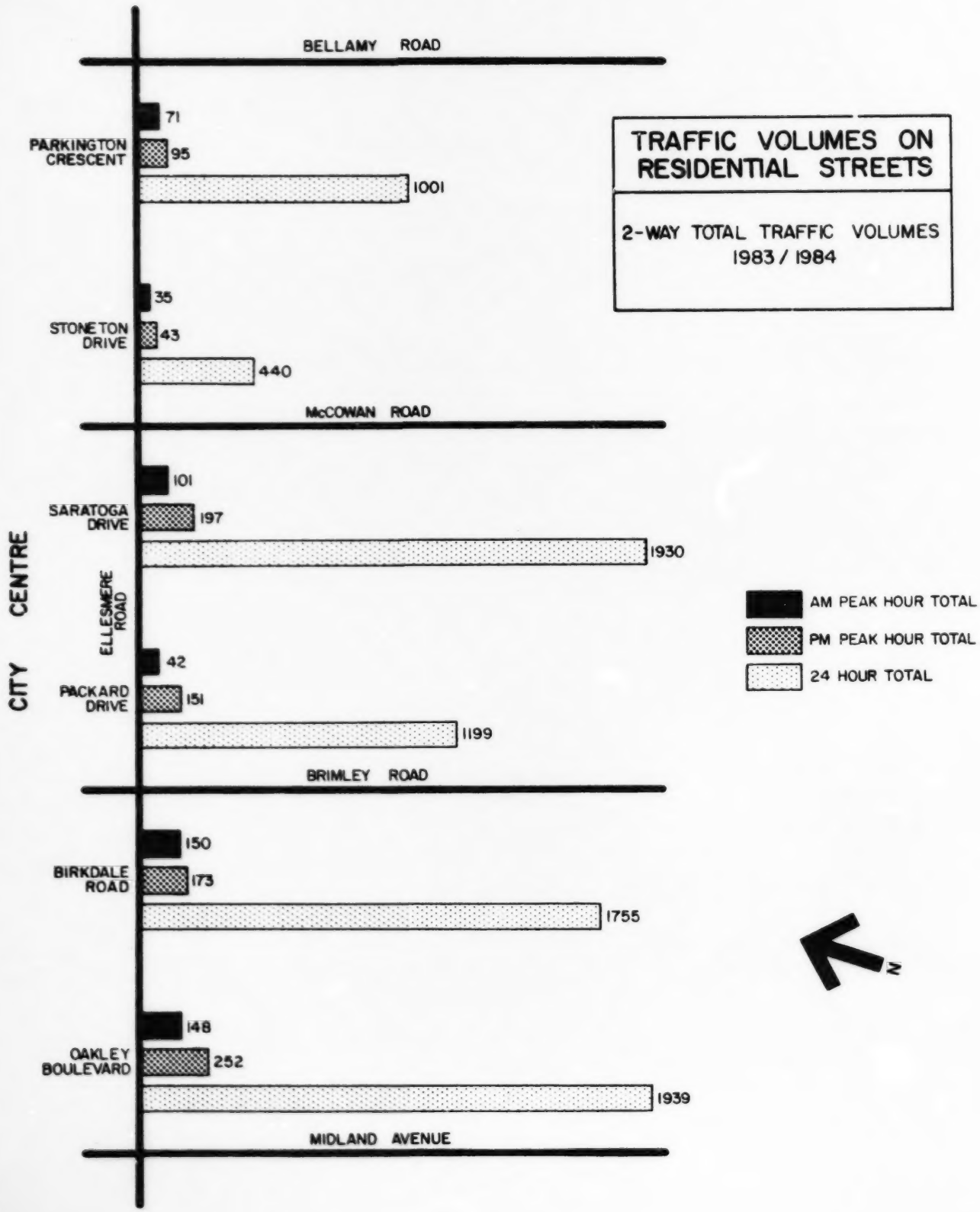
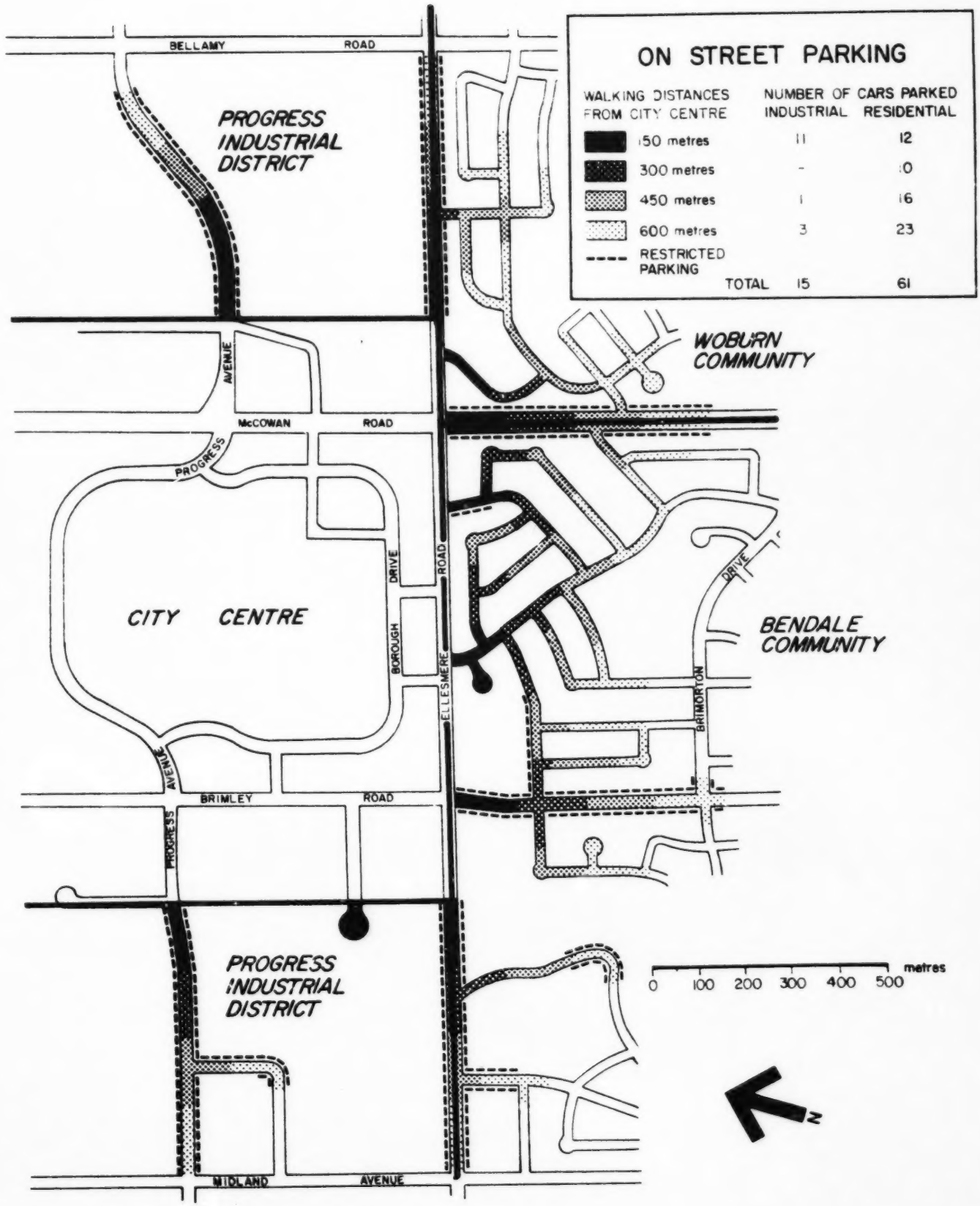


FIGURE 12
CITY CENTRE MONITORING
JANUARY 1985



NOTE: SURVEY DATE - SEPTEMBER 25, 1984

FIGURE 13
CITY CENTRE MONITORING
JANUARY 1985

VI. CITY CENTRE ROADS PLAN - STATUS

1. INTRODUCTION

This section of the report discusses the on-going planning, approvals and construction of road projects in the Scarborough City Centre Monitoring Program study area. Figure 14 is the 1983 Approved Roads Plan marked to show the section numbers from this report for those projects which are discussed. Figure 15 is the City Centre Roads Plan - Revised December 1984. The only changes to the Plan this year are to reflect changes in status based on the construction during 1984.

2. PROJECTS COMPLETED OR UNDER CONSTRUCTION - 1984

2.1 Projects Completed During 1984.

Milner Avenue reconstruction - Markham Road to McCowan Road

Kennedy Road widening - Ellesmere Road to Highway 401

McCowan Road widening - Ellesmere Road to Highway 401

McCowan-Progress Grade Separation

Consilium Place widening - north of Progress Avenue

Construction of Grangeway Drive - Progress Avenue to Bushby Drive

Construction of Bushby Drive - McCowan Road to Grangeway Drive

Ramp from westbound Bushby Drive to northbound McCowan Road

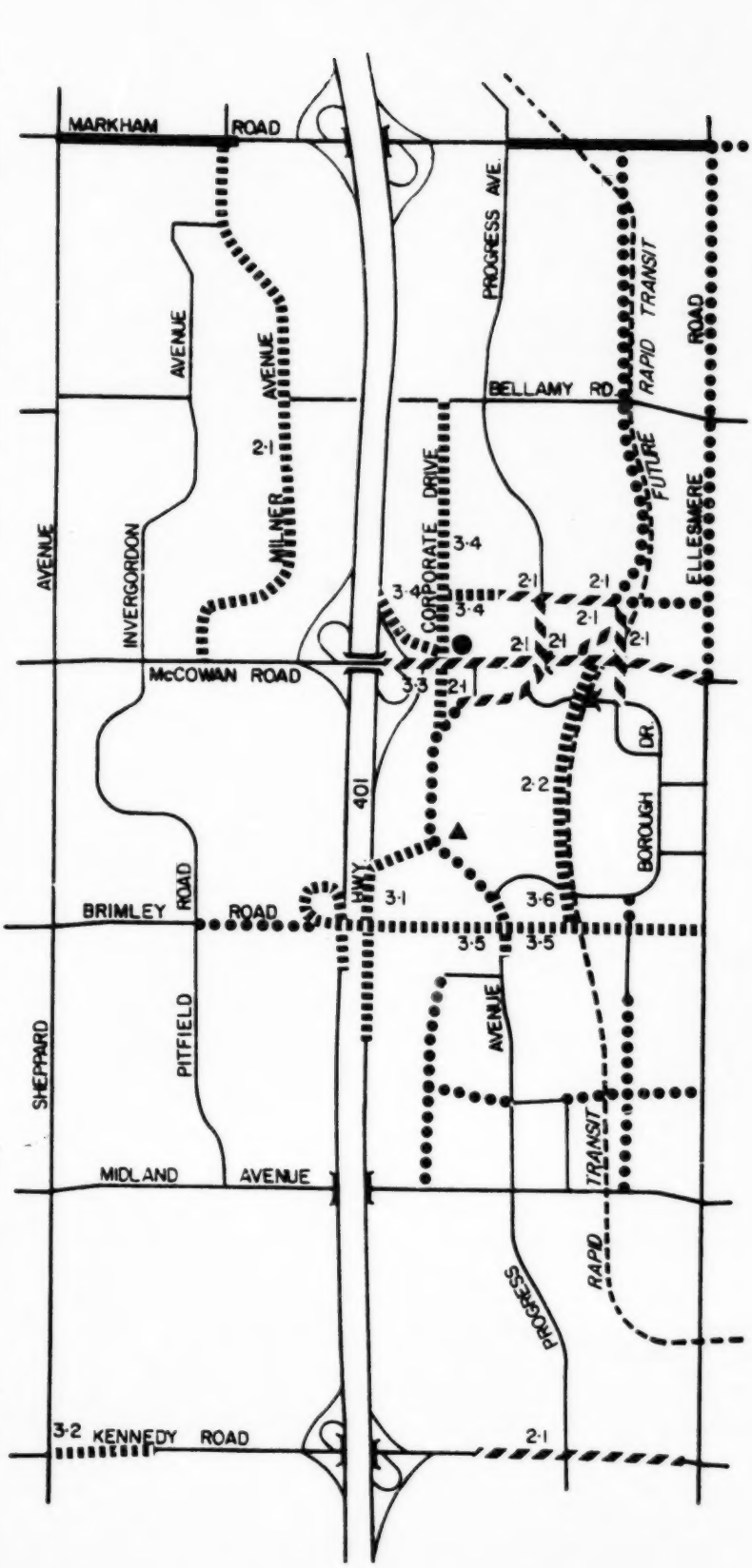
Closing of Trizec Gate - McCowan Road to Progress Avenue.

2.2 Projects Under Construction During 1984	Scheduled Completion
Triton Road - McCowan Road to Borough Drive (West) (See discussion in Section VII)	Spring 1985

3. STATUS UPDATE - PLANNED PROJECTS

3.1 Brimley/401 Partial Interchange

Scarborough Council approved the proposed interchange project for construction starting in 1984. The City applied for approval to issue debentures to finance the construction but opponents of the project objected to the financing application. An Ontario Municipal Board (O.M.B.) hearing was held on August 27, 1984 to consider the financing application. The O.M.B. refused the application on the basis that the project is premature at this time, while not "criticizing in any way the project or the ability of the City to pay for it".



N

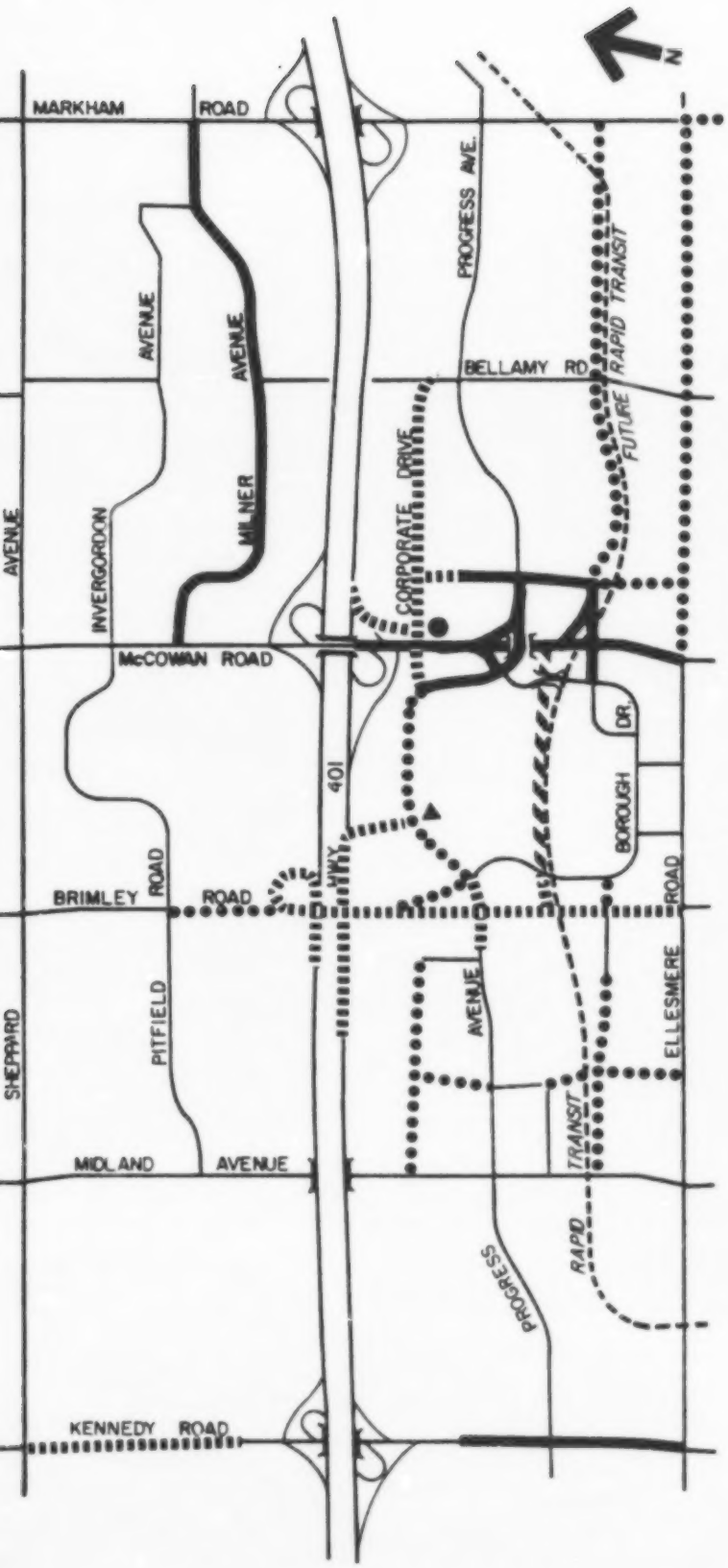
APPROVED CITY CENTRE ROADS PLAN -- 1983 STATUS JANUARY 1985

0 250 500 750 1000 metres

PHASING OF ROAD IMPROVEMENTS (1983 STATUS)

- COMPLETED
- UNDER CONSTRUCTION
- PLANNED (5 YEAR CAPITAL WORKS OR DEVELOPMENT AGREEMENT)
- POSSIBLE FUTURE WIDENINGS OR ADDITIONS
- PLANNED GRADE SEPARATION
- LOCATION OF CONNECTION NOT YET DETERMINED
- 3-1 NUMBERS REFER TO SECTIONS IN PART VI OF THIS REPORT DETAILING STATUS UPDATE

FIGURE 14
CITY CENTRE MONITORING
JANUARY 1985



CITY CENTRE ROADS PLAN- REVISED DECEMBER 1984

0 50 500 750 1000 metres

PHASING OF ROAD IMPROVEMENTS

- COMPLETED
- UNDER CONSTRUCTION
- PLANNED (5 YEAR CAPITAL WORKS* OR DEVELOPMENT AGREEMENT)
- POSSIBLE FUTURE WIDENINGS OR ADDITIONS
- PLANNED GRADE SEPARATION
- LOCATION OF CONNECTION NOT YET DETERMINED

* INCLUDES PROJECTS APPROVED AND FUNDED BUT NOT CONSTRUCTED

FIGURE 15
CITY CENTRE MONITORING
JANUARY 1985

City Council has authorized the City Solicitor to take whatever action is required to appeal the Board's decision. At the present time City and Metro staff are assembling updated traffic and development data to form the basis for a new hearing.

During 1983 the opponents of the project requested the Minister of Environment to designate the project as subject to the Environmental Assessment Act even though it is exempt under the Act. The Minister of Environment has not ruled on this request. At the August O.M.B. hearing the Board ruled that any decision by the O.M.B. to approve funding would in no way affect any future decision by the Minister of Environment to decide to hold a hearing. It continues to be the position of the City of Scarborough that the project is exempt from the Environmental Assessment Act, that all measures necessary to minimize the impact of the project have been planned into the project, and that the interchange will be built as soon as funding approval is obtained.

The most recent and comprehensive study of transportation requirements was the Proctor and Redfern Study. It was this study which formed the basis for the Scarborough Council decision to proceed with the project. This study concluded that the first phase of the Brimley/401 interchange project will be required when office employment reaches 4,500. It is clear that the buildings existing or under construction in the City Centre, when fully occupied, will result in at least sufficient employment to justify the interchange based on the Proctor and Redfern Study.

No date for a new O.M.B. hearing has been set. If O.M.B. funding approval can be achieved during 1985, construction could commence in 1986 with completion by the end of 1987.

3.2 Kennedy Road Widening - Highway 401 to Sheppard

During 1984, at the request of Scarborough Council, Metropolitan Toronto considered alternatives for the phasing and configuration of this project. Metro has decided to proceed with its original plans for a standard 7 lane cross-section and intends to undertake the widening in 1985. Scarborough Council has accepted this position.

3.3 Corporate Drive/McCowan Road Grade Separation

Using financial assistance provided by Equity/Prudential, the developer of the lands east of McCowan Road and north of Progress Avenue, the detailed design of the grade separation was completed during 1984. Scarborough Council approved the financing of this project on December 10, 1984. Construction will commence in 1985. This project will require the detouring of McCowan Road and a further year of construction-related traffic disruption and congestion.

3.4 Corporate Drive Extension East to Bellamy Road
Corporate Drive to Highway 401 East Ramp Connection
Consilium Place Extension to Corporate Drive

These improvements are part of the Plan of Subdivision for the lands extending from McCowan Road to Bellamy Road and the Subdivision agreement with the Equity Development Group provides for their construction. It is expected that construction of these improvements will start in 1985.

3.5 Brimley Road Widening - Ellesmere to Progress
Progress Avenue Widening at Brimley Road

These improvements were approved in the 1984 Capital Works Budget and are scheduled to be constructed in 1985.

3.6 Triton Road Widening (Formerly Triton Gate)

This widening is planned to facilitate bus movements to and from the new bus terminal at the Scarborough Centre Station on the RT line. The widening from Brimley Road to Borough Drive was approved as part of the 1984 Capital Works program and will be completed in 1985.

The T.T.C. is presently reconstructing the private road on the Shopping Centre property to improve access to the bus terminal by lowering it below Borough Drive East and connecting it directly to McCowan Road. The section of this roadway between Borough Drive West and Borough Drive East will remain in private ownership and, therefore, not have status as a public road. For the purposes of simplicity, the whole length from Brimley Road to McCowan Road will be referred to as Triton Road.

VII. TRANSIT SYSTEM STATUS

1. SCARBOROUGH RT

The ceremonial opening of the RT is scheduled for Friday, March 22, 1985, with the commencement of normal service on March 23, 1985. Construction of the line is substantially complete.

On weekends during the summer of 1984, free rides were given to the general public on the section of the RT between Kennedy Station and Lawrence Station. Since the fall of 1984, the T.T.C. has been testing trains along the entire length of the line.

2. SURFACE TRANSIT SERVICE MODIFICATIONS

During 1984 the T.T.C. conducted the Scarborough RT Feeder Bus Study. This study included a household survey of Scarborough residents to determine their travel requirements and a complete re-assessment of surface transit routes in the vicinity of the Scarborough City Centre. The T.T.C. will be implementing the routing changes recommended by the study in conjunction with the opening of the RT line. Figures 16 and 16A illustrate the proposed feeder routes serving the RT station. Direct transit connections between the RT and most areas of Scarborough are available. The main routing changes or new routes bringing new or extended service to the City Centre are as follows:

2.1 Brimley North Route

Bus service on Brimley north of Sheppard is presently provided by a branch of the Midland Bus which operates on Midland Avenue south of Sheppard Avenue. A new Brimley service routed into the Scarborough Centre RT Station will replace this service. This will provide a direct connection between this area of northern Scarborough and the City Centre.

2.2 Milner Route

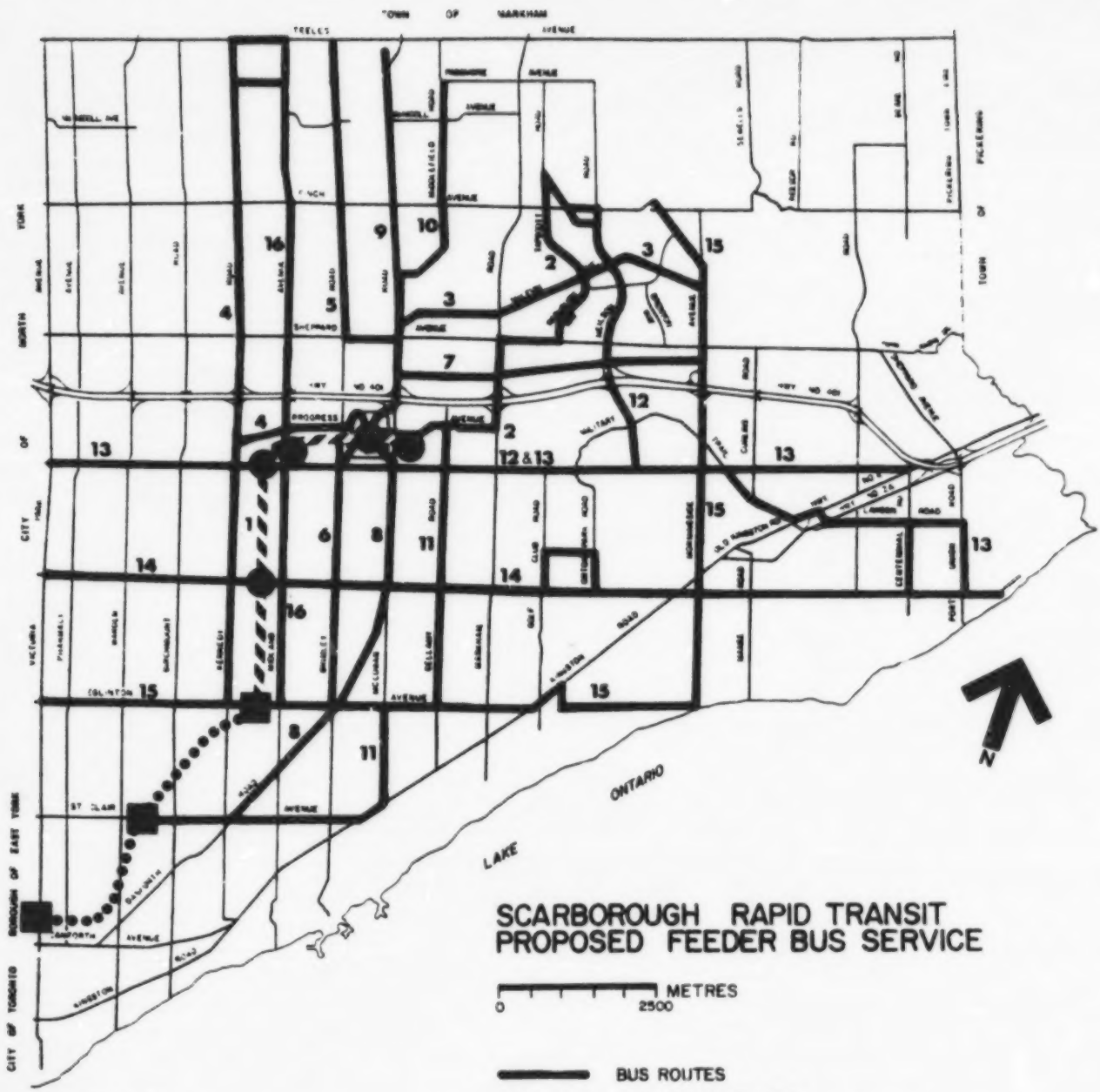
The new Milner route will essentially be an extension of an existing branch of the Brimley service. This new route, however, will be extended east to Morningside Avenue. This route will continue to provide peak period service only.

2.3 Middlefield Route

Current service on Middlefield Road is provided by a branch of the Sheppard Avenue service and does not connect to the City Centre. A new route will be created which connects to the Scarborough Centre Station via McCowan Road. This route will continue to provide peak period service only.

2.4 Nugget Route

A new route operating from Scarborough Centre Station to McLevin and Morningside via McCowan Road and Nugget Avenue is proposed. This route will provide a new direct connection for Malvern residents to the City Centre and the RT.



TRANSIT ROUTE

1. R.T. LINE
2. TAPSCOTT
3. NUGGET
4. KENNEDY
5. BRIMLEY NORTH
6. BRIMLEY
7. MILNER
8. McCOWAN
9. McCOWAN NORTH
10. MIDDLEFIELD
11. BELLAMY
12. NEILSON
13. YORK MILLS
14. LAWRENCE EAST
15. EGLINTON EAST
16. MIDLAND

NOTE : SEE TABLE 7

SEE FIGURE 16A FOR DETAIL OF CITY CENTRE TRANSIT ROUTES

FIGURE 16
CITY CENTRE MONITORING
JANUARY 1985

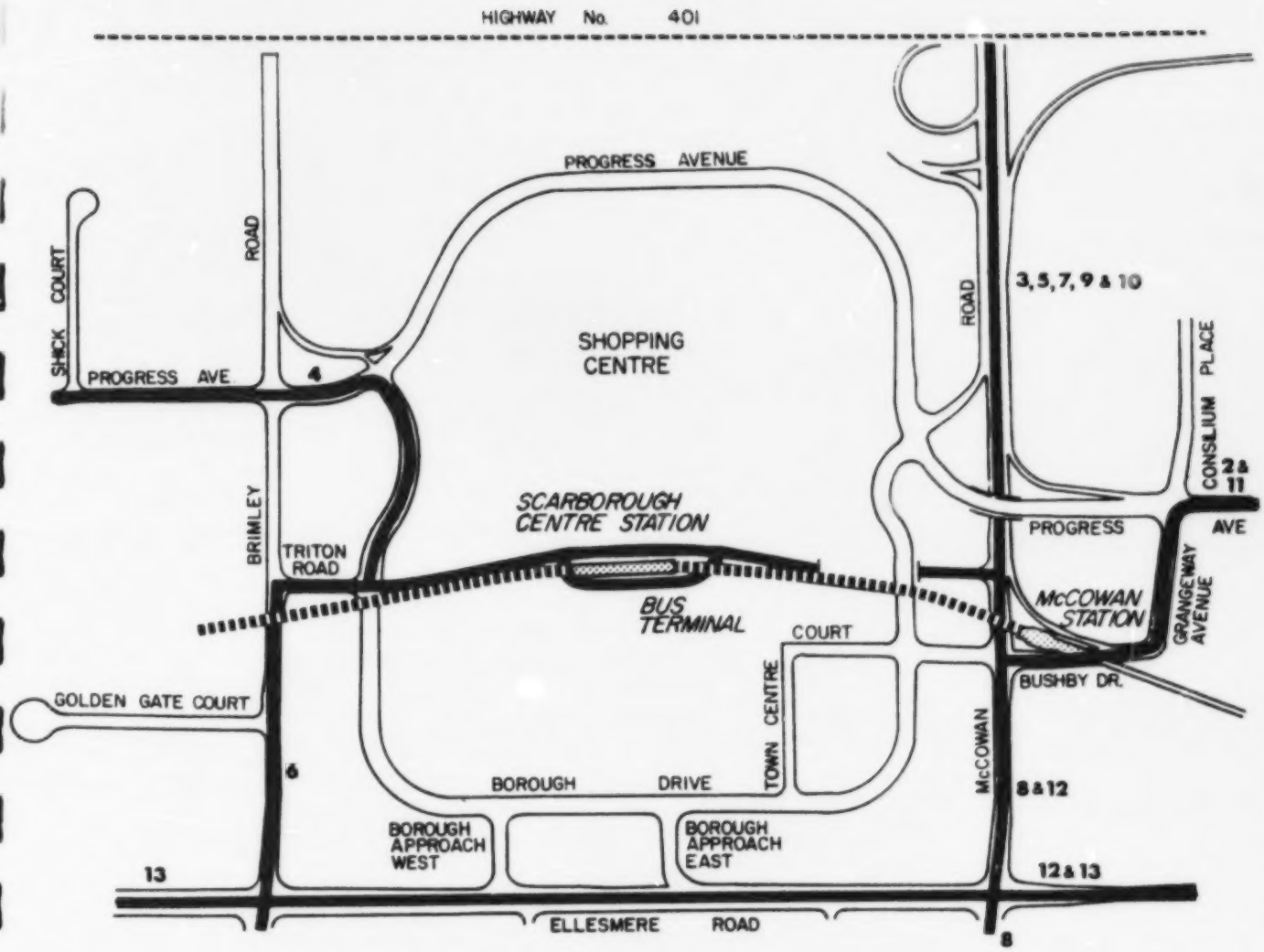


FIGURE 16A

CITY CENTRE MONITORING
JANUARY 1985

2.5 Bellamy Route
Neilson Route

The existing bus service from Warden Station which runs along Bellamy, Ellesmere and Neilson and by-passes the City Centre will be split into two new services which will each connect to the Scarborough Centre RT Station. This will provide direct connections to the City Centre from Malvern, and from east and southmost areas of Scarborough.

Table 7 summarizes the proposed peak hour transit service levels in terms of the time between buses or trains for the routes directly serving the City Centre. In total there will be a bus or a train serving the City Centre in both the inbound and the outbound directions every 34 seconds during rush hours. During the daytime and evenings there will still be a bus or train more frequently than every 2 minutes.

The revised transit routings involve a substantial improvement of transit service to the City Centre with the addition of 5 new bus services plus the RT itself. This improvement in service goes a long way toward meeting the City's objective of high quality transit access to the City Centre. In the City's comments on the proposed program of improvements, however, the City identified the desirability of connecting another route from the City Centre to the northwest. In particular it was suggested that a branch of the Sheppard Avenue bus service should be connected directly to the City Centre. This is particularly desirable given the fact that Metro and the T.T.C. have identified a connection between the North York City Centre and the Scarborough City Centre as one of the top priorities in Metro for new rapid transit connections. Providing bus service as a precursor to a possible rapid transit service would serve to begin to establish ridership patterns in the corridor. The T.T.C. rejected the City's request for service to the northwest, but did not evaluate the proposed re-routing of a branch of the existing Sheppard Avenue service to the City Centre. This service should continue to be requested by Scarborough in future negotiations with the T.T.C.

3. TRITON ROAD STATUS (Referred to as Transit Road in previous report)

The T.T.C. is currently reconstructing the south service road of the shopping centre to provide improved access to the bus terminal. The construction project will provide direct access between the bus terminal and McCowan Road via a tunnel under Borough Drive for the buses using the terminal. There will be a set of traffic signals where the road connects with McCowan Road. The portion of the road between Borough Drive East and West will remain under the ownership of the T. Eaton Co. but is subject to an easement agreement in favour of the T.T.C. Triton Road, east of Borough Drive East and west of Borough Drive West, will be under Scarborough jurisdiction.

Traffic on the portion of the roadway east of the southwest shopping centre entrance shall be restricted to transit vehicles, maintenance vehicles, shopping centre delivery vehicles and taxis. The shopping centre delivery vehicles and the taxis will only be allowed to use the road in the east to west direction to avoid conflict with the buses.

TABLE 7

CITY CENTRE TRANSIT SERVICE LEVELS

Rush Hour Headway (minutes between buses or trains in each direction)

Service levels to be implemented when RT opens - March 1985

ROUTE			HEADWAY		
			RUSH	DAYTIME	EVENING
1.	RT		2.67	4.00	6.00
2.	Tapscott	SCS to Finch	10.00	22.50	22.50
3.	Nugget	SCS to Morningside	15.00	20.00	0.00
4.	Kennedy	SCS to Kennedy Station	9.00	20.00	20.00
5.	Brimley North	SCS to Steeles	11.25	20.00	20.00
6.	Brimley	SCS to Kennedy Station	6.67	18.00	18.00
7.	Milner	SCS to Morningside	20.00	0.00	0.00
8.	McCowan	SCS to Warden Station	5.00	12.50	16.00
9.	McCowan North	SCS to Alton Towers	10.00	16.00	16.00
10.	Middlefield	SCS to McNicoll	20.00	0.00	0.00
11.	Bellamy	SCS to Warden Station	13.00	21.67	30.00
12.	Neilson	SCS to Finch	12.00	30.00	30.00
13.	York Mills	City Centre to Port Union/Conlins	6.00	10.00	11.33
		City Centre to York Mills Station	6.00	10.00	11.33
Combined Transit Service to City Centre			0.56 (34 secs)	1.08 (1 min. 5 secs)	1.36 (1 min. 22 secs)

SCS -SCARBOROUGH CENTRE STATION

4. COMMUTER PARKING LOT

The T.T.C. had originally planned to construct a 550 car parking lot for the use of transit commuters at the McCowan Station. The property which the T.T.C. planned to use is owned by the City of Scarborough. During 1984 there were negotiations between the City and the T.T.C. regarding the use of the land. Since the land in question is designated in the Official Plan for future office development, the City wished to maintain ownership and the ability to develop the land in future. The T.T.C. refused to accept the City's conditions.

The parking lot has been constructed by the City and will be operated by the Works Department. Scarborough Council has requested the T.T.C., therefore, to use the funds which they would have applied to the parking lot to other features of the RT system which were not provided in order to cut costs. The T.T.C. is considering this request but has not confirmed their intentions at this time.

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